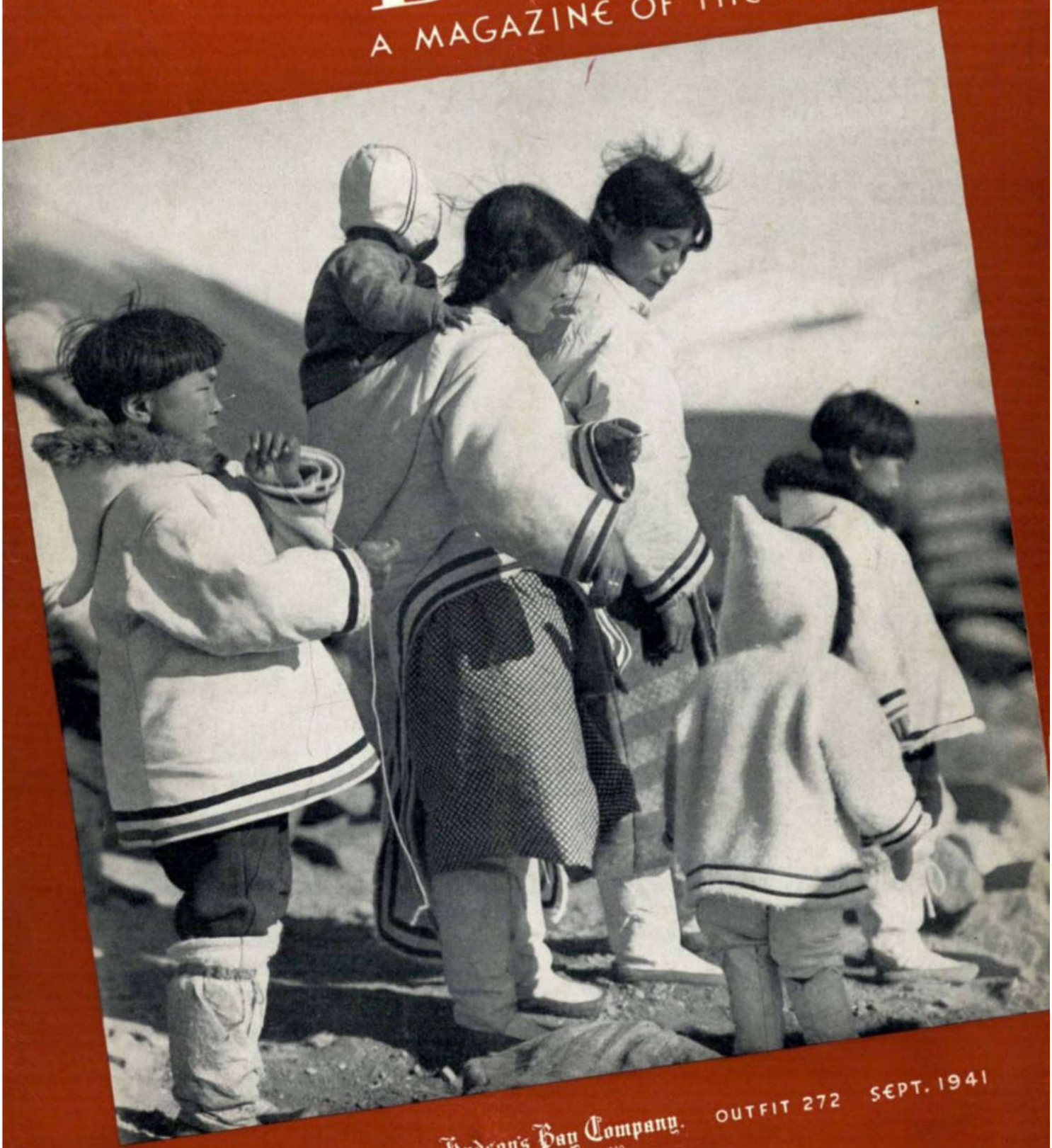
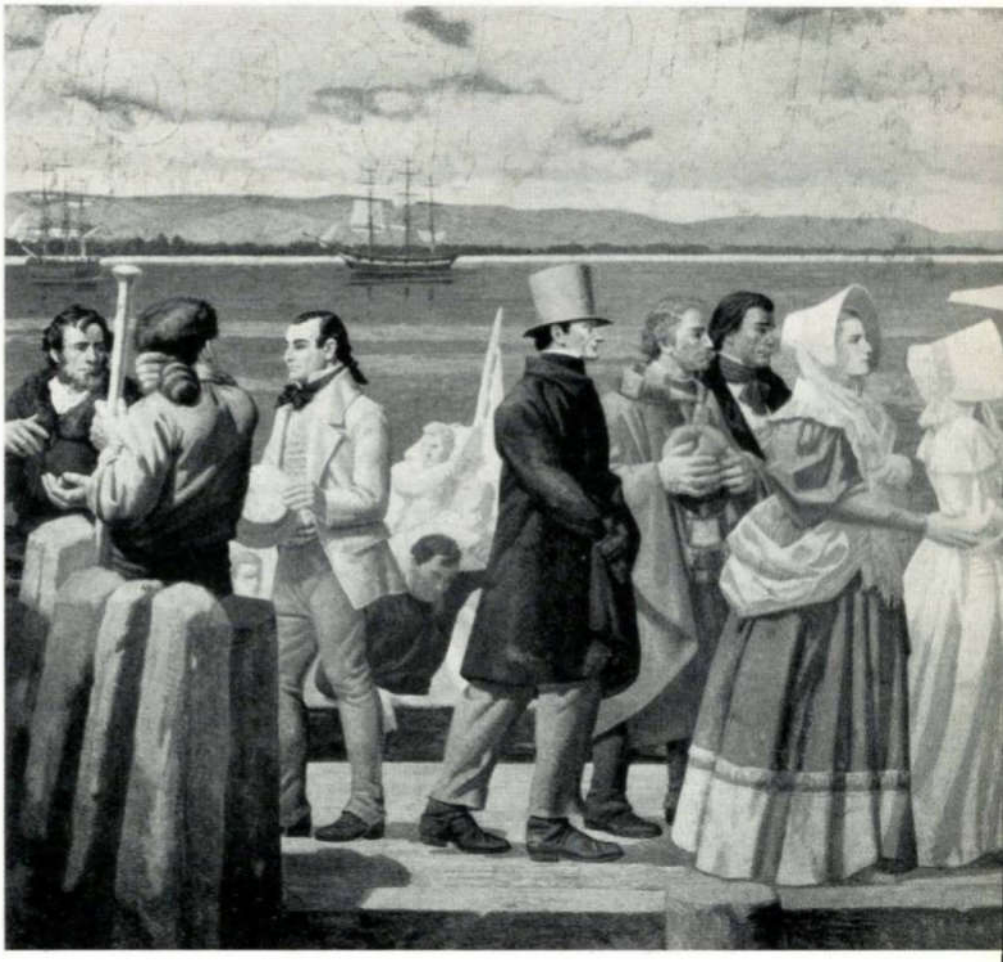
The Beaver

A MAGAZINE OF THE NORTH



PUBLISHED QUARTERLY BY Hudson's Bay Company. OUTFIT 272 SEPT. 1941

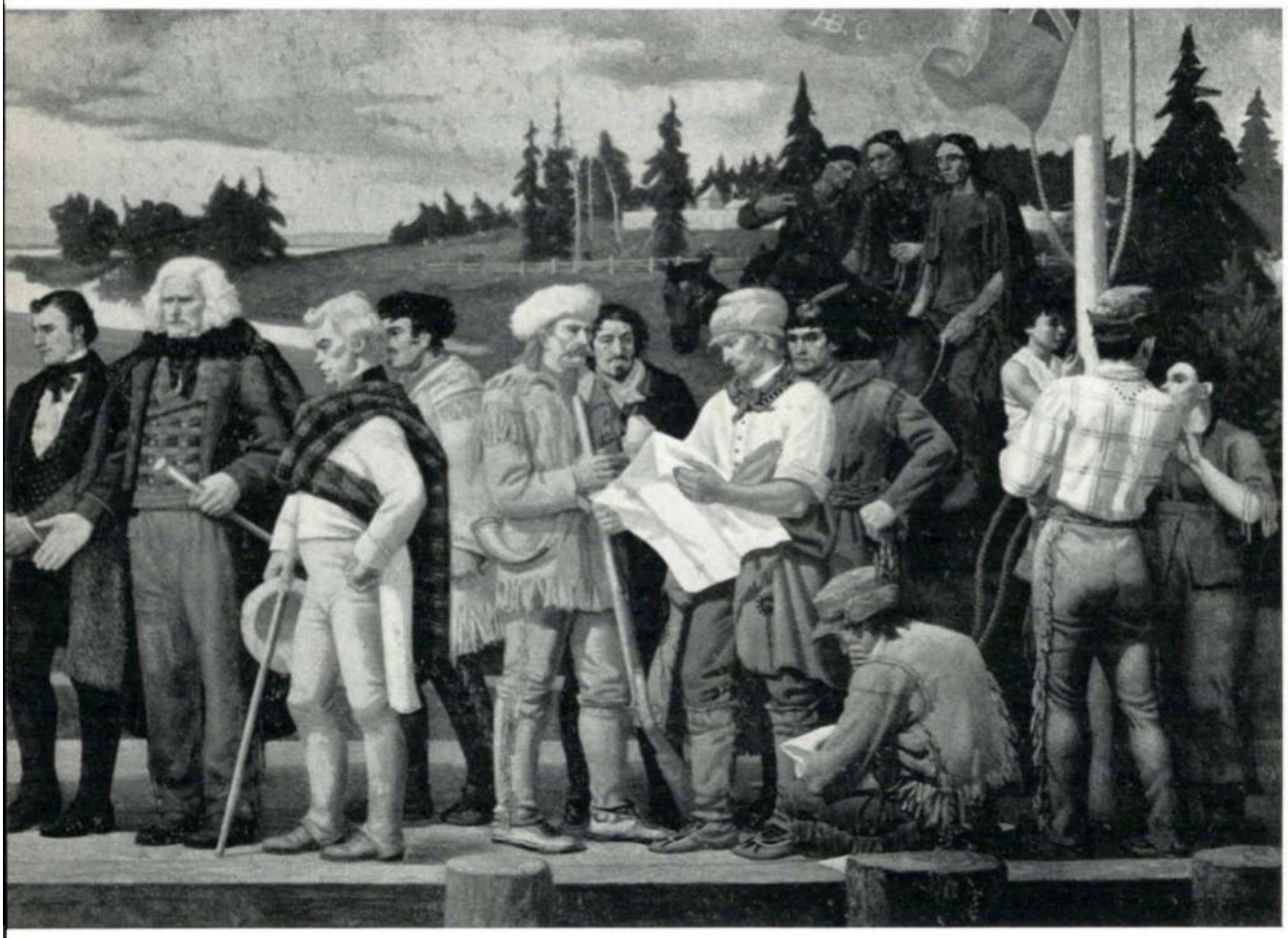


The Whitman-Spalding party greeted by the Hudson's Bay men at Fort Vancouver, September 1836. From the mural by Barry Faulkner in the State Capitol at Salem, Oregon. Dr. Whitman, the American missionary, holds his hat in his hands. Mrs. Spalding is the taller woman. Mrs. Whitman shakes hands with James Douglas. Next to him is Dr. McLoughlin, and then Dr. Tolmie. Mrs. Whitman says in her journal: "No person could have received a more hearty welcome, or be treated with greater kindness than we have been since our arrival."

From the writings of Nathaniel J. Wyeth, American fur trader

"Having while on a recent visit to the Columbia received much attention and kindness from the English traders there, I deem it a duty to express my gratitude for the same, more especially as I am frequently asked the question if I was ever molested by them. By all their acts toward myself I am fully convinced that all persons who from any cause may come into contact with them will receive honorable and gentlemanly treatment. Among the many to whom I am under obligation I wish to name Chief Factors John McLaughlin and Finlayson, Chief Trader Francis Heron, Mr. Francis Ermatinger and Mr. Pambrun." (Cambridge, Mass., Nov. 11, 1833.)

"I parted with feelings of sorrow from the gentlemen of Fort Vancouver. Their unremitting kindness to me while there endeared them to me, more so than it would seem possible during so short a time. Dr. McGlaucland, the Governor of the place, is a man distinguished as much for his kindness and humanity as his good sense and information, and to whom I am so much indebted that he will never be forgotten by me." (From his journal of Feb. 3, 1834.)



The Beaver

A MAGAZINE OF THE NORTH

OUTFIT 272 SEPTEMBER 1941

CONTENTS

Eskimos at Shiptime—*Lorene Squire* 1
The Company in Victoria 4
Mr. Beaver Objects 10
The Beaver in Canadian Art—*Marius Barbeau* 14
Aklavik to Fort Yukon—*B. F. Ederer* 19
The Birth of an Industry—*Clarence Birdseye* 24
Six Studies of Waterfowl—*Lorene Squire* 26
Dr. McLoughlin's House—*Alice Greve* 32
A Fur Trade Glossary—*H. M. S. Cotter* 36
Beaver in Hawaii—*William P. St. Clair Jr.* 40
Where Farms Meet Frontiers—*Frank H. Ellis* 44
Fall Packet 48
Grand Portage Rises Again—*W. M. Babcock* 52
Minutes of Council, 1821-31—*A. S. Morton* 56
V . . . _ and H B C 58

TWENTY-FIVE CENTS PER COPY

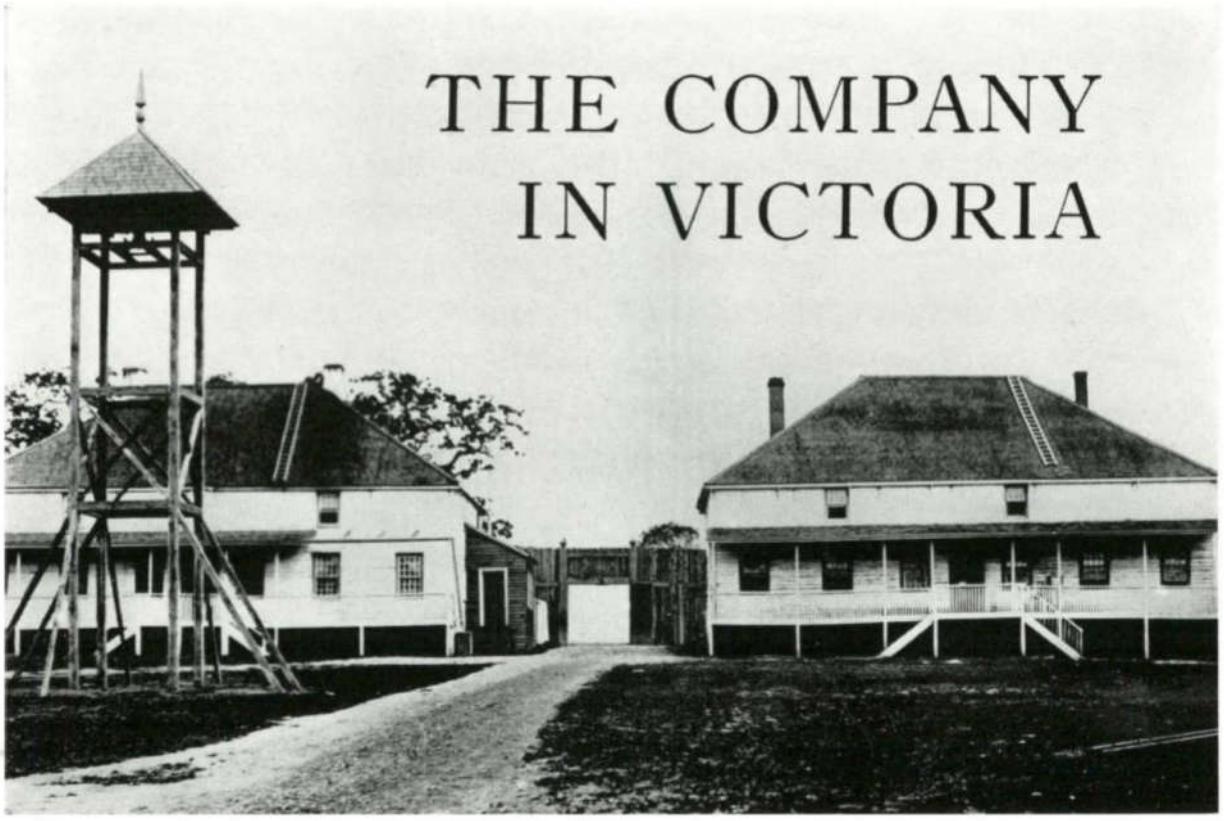
PUBLISHED QUARTERLY BY

HUDSON'S BAY HOUSE Hudson's Bay Company. WINNIPEG, CANADA

INCORPORATED 2ND MAY 1670.

THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is edited at Hudson's Bay House, Winnipeg, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company, in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.

THE COMPANY IN VICTORIA



Inside Fort Victoria, looking towards the east gate. On the right is the men's quarters and the school; on the left, behind the belfry, is the chief factor's house and the mess hall.

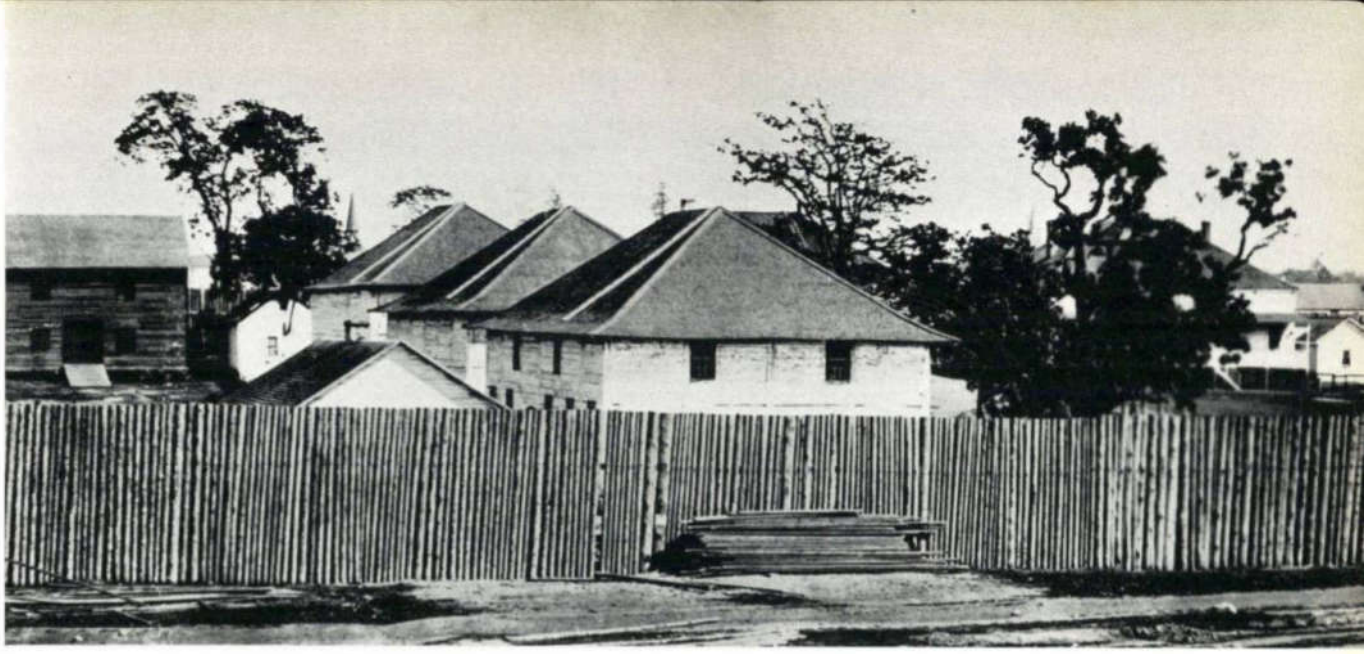
ONE hundred years ago this month, Sir George Simpson, recently knighted by Queen Victoria, was visiting the Pacific Coast forts of the Company on his journey around the world. As a result of this inspection, he shortly afterwards forwarded to the Governor and Committee a long dispatch in which he outlined a drastic but most carefully considered reorganization of the coastal trade; and we know that he discussed with John McLoughlin, James Douglas, and others, another matter of equal importance—the wisdom of removing the principal coast depot of the Company from Fort Vancouver.

The year of the "great immigration" of Americans into Oregon had not yet come, but American interest and influence in the country were increasing rapidly. It was clear that the boundary line, as finally agreed upon, might well be north of the Columbia River. Simpson felt that the time had come to prepare for the removal of the western headquarters to a new site further north, situated in what could be regarded with some confidence as future British territory.

As early as 1839 he had had a site on Vancouver Island in mind, and there seems to be no doubt that it was by Simpson's direction that James Douglas proceeded thither on a surveying cruise in the spring of 1842. After a careful examination of the southern part of the island, Douglas decided that the best place for a trading post was on the "Canal of Camosack," the present Victoria Harbour. Douglas was much taken with the spot, and described its many advantages in his report to McLoughlin. But it was only in a private letter to James Hargrave that he allowed his enthusiasm free rein: "The place itself appears a perfect 'Eden,' in the midst of the dreary wilderness of the Northwest coast, and so different is its general aspect, from the wooded, rugged regions around, that one might be pardoned for supposing it had dropped from the clouds into its present position."

In this day and age, when a modern city covers most of the ground within several miles of the old fort site, it is difficult to realize that it was the suitability of the district for agriculture which decided Douglas in its favour. In his report to McLoughlin he described the nearby plains as the "Advantage and distinguishing Feature of Camosack which no other Part of the Coast possesses. . . ." He told Hargrave that the "indigenous vegetation" was "more luxuriant, than in any other place, I have seen in America, indicating a rich productive soil." Some few years later, when Lieutenants Warre and Vavasour, of the Royal Engineers, visited Victoria for purposes of military reconnaissance, they implied that the spot was good for farming but not for much else. "The position," they reported in 1845, "has been chosen solely for its agricultural advantages, and is ill adapted either as a place of refuge for shipping, or as a position of defense."

In the spring of 1843 Douglas was delegated to superintend the construction of the new fort. He arrived in the famous steamer *Beaver*, and landed at Clover Point on March 15. His first problem was to select the best location for the fort buildings. That point settled, construction quickly started. Some assistance was received from the local Indians, the Songhies tribe, who were persuaded to supply pickets at the rate of forty for one blanket. Douglas can scarcely be accused of squandering the Company's goods, for



The palisades on the water (west) side. Nearest are Roderick Finlayson's small house and the general store. Behind the trees are the two houses in the picture opposite.

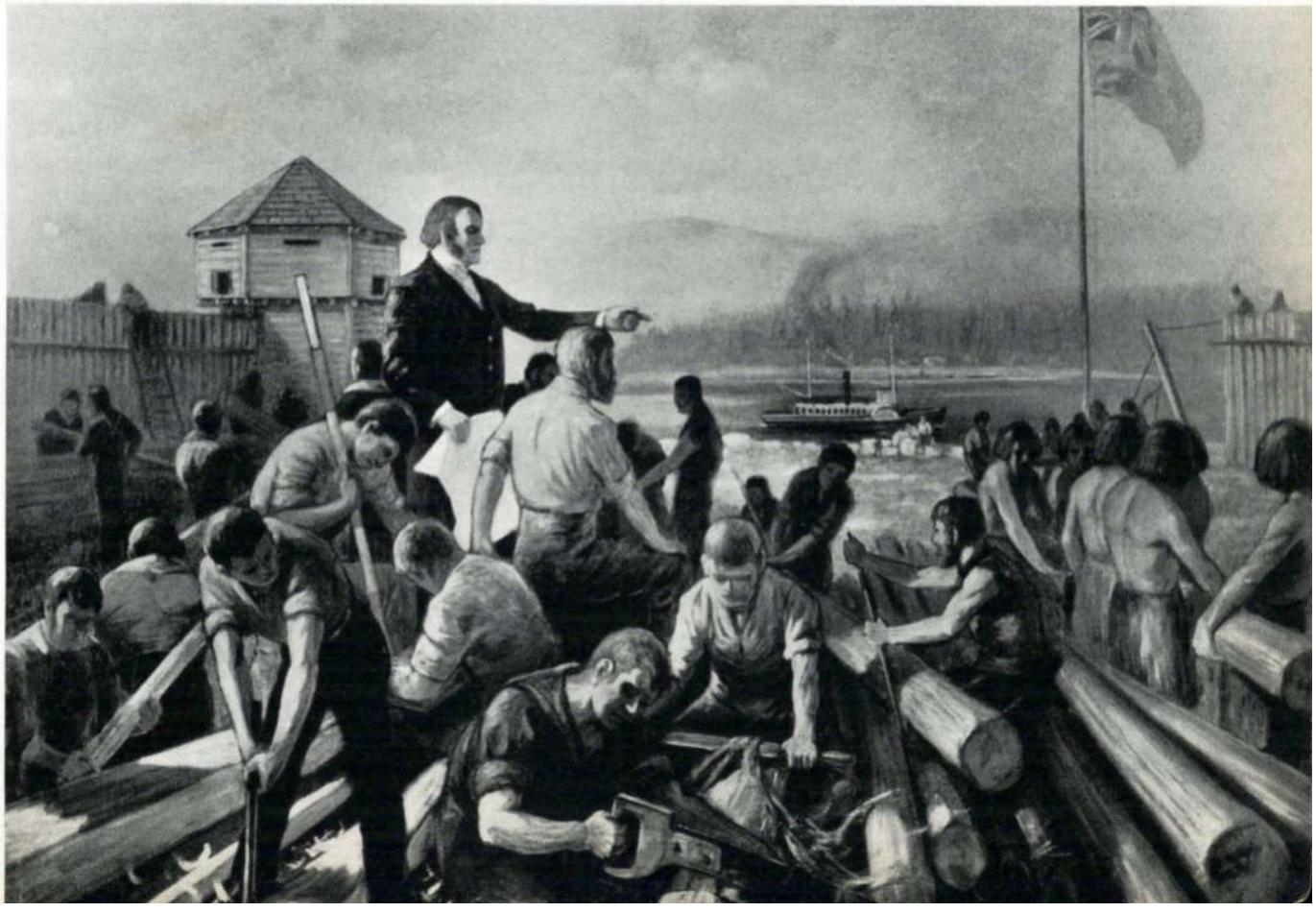
he himself tells us that the pickets were each twenty-two feet long and three feet in circumference.

As the new post was expected to become the district depot, it was constructed upon a considerable scale. As finally completed, it consisted of a large, almost square palisaded quadrangle, with two bastions at diagonal corners—one near the harbour, on the present Wharf Street, and the other at what is now the intersection of Bastion and Government Streets. The buildings were large and substantial, some of them being several stories in height. Old-timers recall that the store and warehouses were on the north side, with more warehouses to the south, while the principal residences were to the east. An alarm and signal bell hung in a high open belfry near the middle of the central courtyard.

The fort was completed sufficiently to permit of its being occupied by the early autumn of 1843. The first officer in charge was Chief Trader Charles Ross, who was transferred from Fort McLoughlin, which it had been decided to dismantle. Ross is almost forgotten because his tenure of office lasted no more than a few months. He died in the spring of 1844 and was succeeded by Roderick Finlayson, one of the best known pioneers of Vancouver Island.

The log of the schooner *Cadboro* shows that the new post was known at first as Fort Camosun (a variant of Camosack), but in August, 1843, this was changed

James Douglas directs the building of Fort Victoria, 1843. In the distance is the *Beaver*. From a painting by John Innes in the library of the University of British Columbia. (Copyright Native Sons of B.C.)

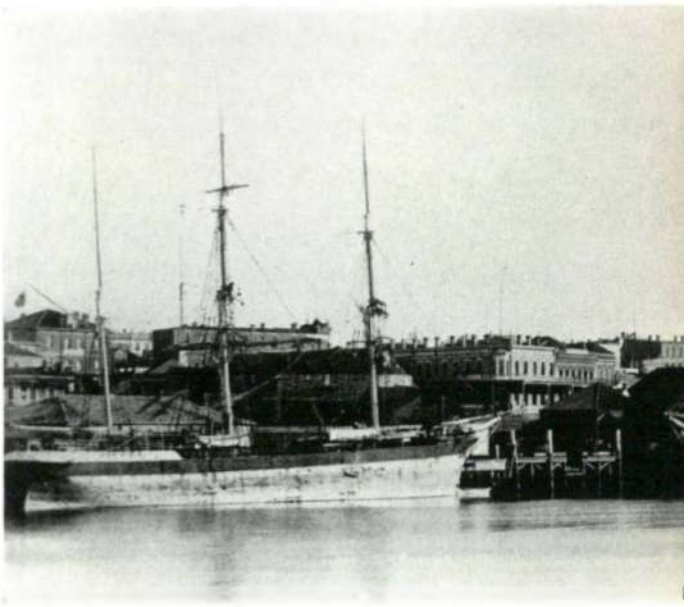


The *Beaver* off Fort Victoria. From a woodcut in the Provincial Archives.

to Fort Albert, by which name it was called until December. Meanwhile, however, the Council of the Northern Department had specifically directed that the establishment should be known as Fort Victoria, and the change became effective before the end of the year.

This same eventful year—1843—saw the "great immigration" into Oregon, and it became clear that American settlers would soon completely overrun that country. Amongst these immigrants the Hudson's Bay Company was anything but popular, and in June, 1845, Simpson reported to the Governor and Committee that there were "serious apprehensions on the minds of the Council that the Depot at Fort Vancouver, and the other posts within reach of these people" were "not safe from plunder." This being so, he had given instructions "that the great bulk of the property in depot at Vancouver be removed to Fort Victoria, which is intended to be made the principal depot of the Country. . . ." The same year the barque *Vancouver*, one of the Company's annual supply vessels, sailed direct to Fort Victoria, instead of going to the Columbia River, as formerly.

Though of rising importance to the Company, the post was still little known even to the authorities. In 1845 H.M.S. *America* visited the Strait of Juan de Fuca, and one sentence in an account of the cruise written by one of her officers reads: "Weighed next morning and stood over to Vancouver Island in search of Fort Victoria which place is almost impossible to find and is situated out of sight above a mile up a narrow inlet." The following year the survey ship *Herald* had much the same experience; she "did not know where to look for the Hudson's Bay Company's settlement." Nevertheless Fort Victoria was beginning



The old red brick store and warehouse on Wharf Street.

to reward those who persevered and found it. In a book published some years later, one of the officers of the *Herald* described the post in detail and concluded: "We were astonished at all we saw. . . . Barely three years had elapsed since the settlement was made, yet all the necessaries and most of the comforts of civilized life already existed in what was a wilderness."

The boundary dispute was settled in 1846, and it was evident that the days of the Company's operations south of the 49th parallel were numbered. Yet few can have suspected how exciting were the days which lay ahead of Fort Victoria.

The first year of great changes was 1849. To begin with, James Douglas was ordered to move from Fort Vancouver to Fort Victoria. We know today that he accepted the appointment with reluctance, and even with some bitterness. Outwardly Fort Vancouver still seemed to be the centre of things, and Douglas felt that he was being sidetracked. But in the same year Vancouver Island was granted to the Hudson's Bay Company for purposes of settlement. It became a Crown

Colony, and in little more than eighteen months Douglas found himself its governor. Fort Victoria became not only a trading centre but a capital city as well. Finally, in the early fifties the Hudson's Bay Company's subsidiary, the Puget Sound Agricultural Company, undertook farming operations in the vicinity of Fort Victoria upon a considerable scale.

Douglas's attitude to the state of affairs at this time is revealed in a letter he wrote from Fort Victoria in 1852 to James Yale at Fort Langley, which is now in the H B C historical collection: "In reference to the Colony at Vancouvers Island, it has doubtless affected the trade in furs, but not to the ruinous extent, which you suppose. That, however, is a question of less importance to us than others which are forced upon our attention and chiefly that of adapting the business to the altered circumstances of the country. Neither you nor I were consulted in the matter of the Colony or probably it might never have had an existence."

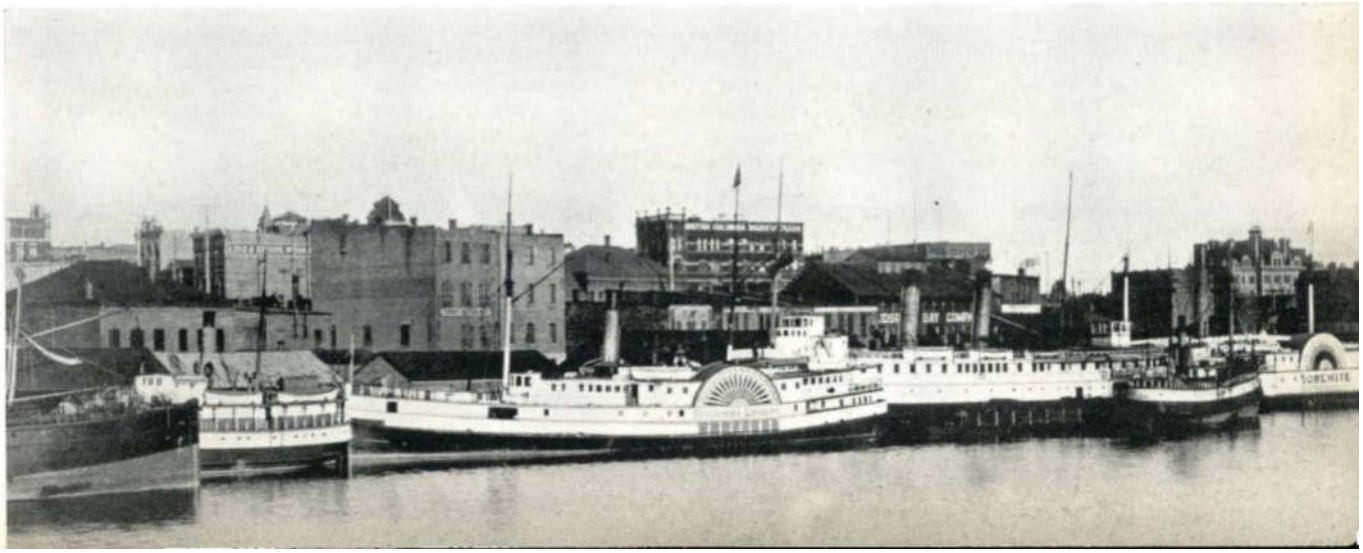
By the end of 1854 the white population of Vancouver Island had risen to 774 persons. Of these 232 resided in the town of Victoria (so called, in place of the original name of *Fort* Victoria, since its streets had been officially laid out in 1852), and some 200 more lived in the settlements and on the farms round about.

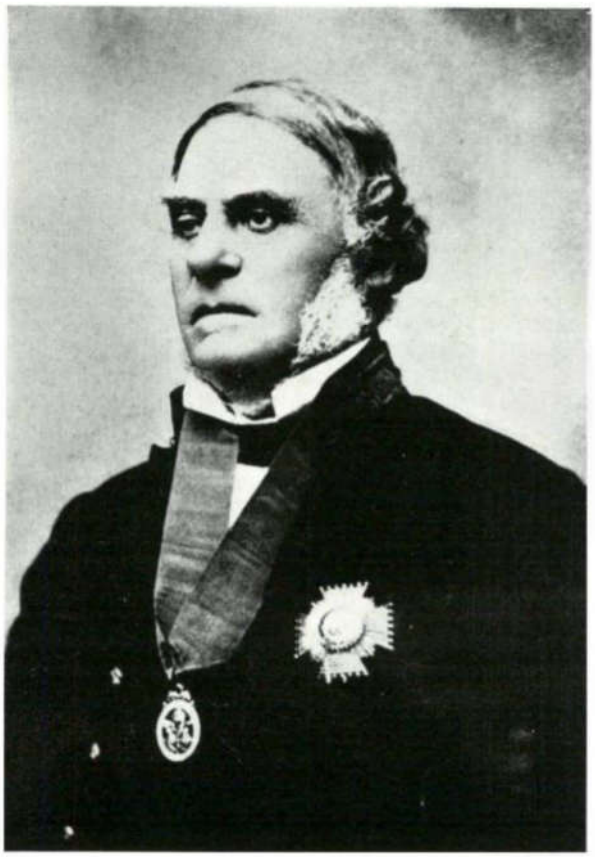
For another four years the town and trading post lived their quiet existence. The Crown Colony as such had failed to prosper, and the whole island continued to be, for most practical purposes, simply a large Company establishment. Then came the second year of still greater changes, 1858, and the Fraser River gold rush. Victoria was literally transformed, almost overnight. Commander Mayne records in his well-known book *Four Years in British Columbia and Vancouver Island* that he and many others "had been in the habit of regarding the map of the town of Victoria, kept in the land office, as an amusing effort of the surveyor's imagination." But one fine day his ship returned from a quiet cruise in coast waters to find that the gold rush had started. Lots which had gone begging at £1 were selling for £100, and soon went higher. Victoria quickly became the principal point of entry to the gold country. Shipload after shipload of miners arrived from the south, and men and jacks of all trades came with them. The town became what it was to remain until the completion of the Canadian Pacific Railway a generation later—the wholesale centre for both the coast region and vast interior of British Columbia.

The population and fortunes of the town ebbed and flowed, but the change in conditions was both drastic and permanent. Fort Victoria, the Company's own establishment, changed with the times. By degrees the stout old palisade, now superfluous, was torn down. So far as the local district was concerned, ordinary commercial wholesale and retail trade loomed much larger than the fur trade of old. It became obvious that new quarters were required, and in 1859 the Company built the famous old red brick store and warehouse on Wharf Street. Its high slate roof looms large in many of the early photographs of the city, just as the Company itself did in the business life of the time. The building was five stories high, with a basement and sub-basement. Apparently those responsible for its design took into account the possibility that the gold rush might pass and Victoria and the district become once again a primitive wilderness, for the sub-basement held stocks of food and ammunition, presumably supplies for a last stand against an attack by Indians. A tunnel leading away from it under the city provided a means of escape. The brick walls were twenty-two inches thick; the supports and beams were of hand-hewn Douglas fir; the windows were iron barred and

Above: Victoria Harbour in the 1870's. The Hudson's Bay store is visible beyond the masts of the farthest square-rigger.

Below: Part of the waterfront in the 90's, with the Company store seen beyond the two-funnel steamer. The *Princess Louise*, built in New York in 1869, was an H B C ship from 1878 to 1885. Her 350-pound bell is in the Historical Exhibit.





Sir James Douglas, founder of Fort Victoria, as governor and commander-in-chief of British Columbia.

iron shuttered. When the building was finally demolished a supply of cannon balls, long since forgotten but possibly originally hoarded against emergency, was discovered in one of the chimneys.

The new warehouse was built just west of the old fort, on what became Wharf Street, on the shore of Victoria Harbour. With its completion the days of the old buildings were numbered. A first sale of the fort property was held in January, 1861, when over $120,000 was realized. One by one the buildings were demolished. The bastion on Government Street seems to have been the last survivor. Most of the land remaining was disposed of in a second sale in 1864. Not all the property was built on immediately, and it is said that the last lot remained vacant until 1906, or for more than forty-five years.

Back of the warehouse was the Hudson's Bay Company's wharf, and a few words should be written in its memory. It is well known that the Company, in the course of its trading, became engaged in the shipping business. At an early date it owned as well as chartered many of the supply ships which plied between Hudson Bay and England, and between England and the Pacific Coast. On the Columbia River the schooner *Broughton* was built as early as 1826, to engage in the coastal trade, and she was joined in 1827 by the *Cadboro*, which had been purchased in England. The most famous of all the Company's vessels, the steamer *Beaver*, arrived in 1836, and two other steamers, the *Otter* and *Labouchere*, were added to the coast trading fleet in the fifties.

The gold rush of 1858 brought change to the Company's shipping as well as to its trade, and the *Otter* and later the *Beaver* were placed on the run from Victoria to the Fraser River, carrying passengers and freight. The *Labouchere*, a larger steamer, was overhauled and commenced running to San Francisco, but she was wrecked on her second voyage. The Island-to-Mainland service, on the other hand, became permanent, and the Company purchased steamers specially to maintain it. Rivalry was keen, and as unbridled competition proved expensive the Company came to a profit-sharing agreement in 1879 with its strongest opponent, the Pioneer Line, headed by Captain John Irving. In 1883 the interests of the rivals were finally consolidated in the Canadian Pacific Navigation Company, famous for many years as the "C.P.N." But to the Hudson's Bay Company the C.P.N. was only a side issue, and when it became evident that heavy capital expenditure would be required to bring the fleet up to date, it decided to dispose of its interests. It so happened that the Canadian Pacific Railway was anxious to enter the coast trade, and in 1901 it acquired the fleet and good will of the C.P.N.

The sale severed a long link with the past, for the ships of the Hudson's Bay Company's fleet had been plying in and out of Victoria Harbour for nearly sixty years, and for more than forty years the old wharf behind the store and warehouse had been a centre of trade between the island and mainland. The head offices of the C.P.N. were built next door to the Company's building, and, appropriately enough, both fell before the wreckers at the same time.

The old brick warehouse served the Company and community for no less than sixty-two years. Not long after the turn of the century it became apparent that it had become outmoded, but actual construction of a new building did not commence until 1912. The location chosen, at the corner of Douglas and Fisguard Streets, was a spot of considerable historic interest. Upon the site had stood for half a century the famous "Iron Church," which had been shipped out from England in sections at the expense of Baroness Burdett-Coutts, in 1860. James Douglas himself laid the corner stone in April of that year, and the church was completed and dedicated to St. John the Evangelist in September.

The fine new building planned by the Company was designed as a modern department store. It was scheduled for completion in 1914, but owing to the outbreak of the first World War it was not opened until September 19, 1921. Additions were made to the structure in 1929, and the store is now five floors high throughout its length of a full city block.

Just as the old brick warehouse spelled the doom of the original fort buildings of 1843, so the new department store sealed the fate of the warehouse itself. It fell before the wreckers in 1937. Various souvenirs of the building have been preserved, and the arch at the entrance to the customers' parking lot at the rear of the present store is made from hand-hewn Douglas fir timbers rescued from its ruins.

Old-timers regretted the building's passing because it meant that after almost a century the Company was finally abandoning the site of old Fort Victoria. Today only an inconspicuous plaque at the corner of Bastion Street serves to remind the passer-by that it was thereabouts that white men felled trees, and the curious Songhies supplied pickets at the rate of forty for a blanket, in order that a forest wilderness might yield place first to a stockaded trading post, and later to the modern city of today.

Above: Victoria harbour to-day. Beyond the Parliament Buildings is the sea, and in the far distance the snow-clad Olympic range in Washington State.

Below: The Company store to-day, successor to the old red brick warehouse and the square-timbered trading store of Fort Victoria.

Mr. Beaver Objects...

THE Reverend Herbert Beaver (believe it or not) was appointed as Church of England Chaplain and Missionary to Fort Vancouver in 1836. George Simpson personally chose him on a visit to England that winter. Mr. and Mrs. Beaver sailed from London in February, and the highlights of the voyage are described in the following letter.

His stay at the headquarters of the Columbia Department was short and anything but sweet. Opposed to Chief Factor McLoughlin in both religious tenets and temperament, he found most of his efforts thwarted, and he did not hesitate to complain at length to the Governor and Committee in faraway London. A copy of his correspondence on the subject—extracts from which are printed below—was sent to The Beaver *by E. E. Rich, general editor of the Hudson's Bay Record Society, the fourth publication of which will deal with McLoughlin's correspondence of that period with London.*

To the Governor and Committee H.H. B.C.

Fort Vancouver Novr. 10th 1836

Gentlemen,

The kind interest you were pleased to express, and the numerous attentions you paid towards Mrs. Beaver and myself, previous to our departure from England, leave us without a doubt, that you will learn with satisfaction our arrival on the 6th of September at your Establishment here in health and safety, after a very favorable passage, and stay of a few agreeable days at Oaho, where in consequence of an introduction with Mr. Pelly [see article on H B C in Hawaii] for whose solicitude for our comfort we beg to state our sincere obligations we were most hospitably received at the house of the Revd. John Diell, Chaplain in the American Seamen's friend Society, and his amiable Lady. During the Voyage I was enabled to perform divine service to the Crew of the *Nereide* every Sunday, except four, when from various circumstances it could not take place; and on one of these occasions our Men attended me at Mr. Diell's Chapel, where I performed for the first time in the Sandwich [Hawaiian] Islands, the full Morning Service of the Church of England. Nor must we omit the expression of our thanks to Captain Royal for his civilities to us on Board, and of our Sorrow at witnessing his very great Sufferings, which at one time led us to fear that he was dangerously ill. The behaviour also of our Sailors was exemplary, and as I understand that such is not always the case, I trust you will forgive my recording it while we sailed together.

Of this place I would gladly have refrained from speaking, or have confined my observations to bearing testimony to the richness of the Soil, fineness of the Climate, and beauty of the Country, which Nature, or rather Nature's God, appears to have endowed with every capability of promoting the Convenience, Comfort, and even luxury of his human creatures.

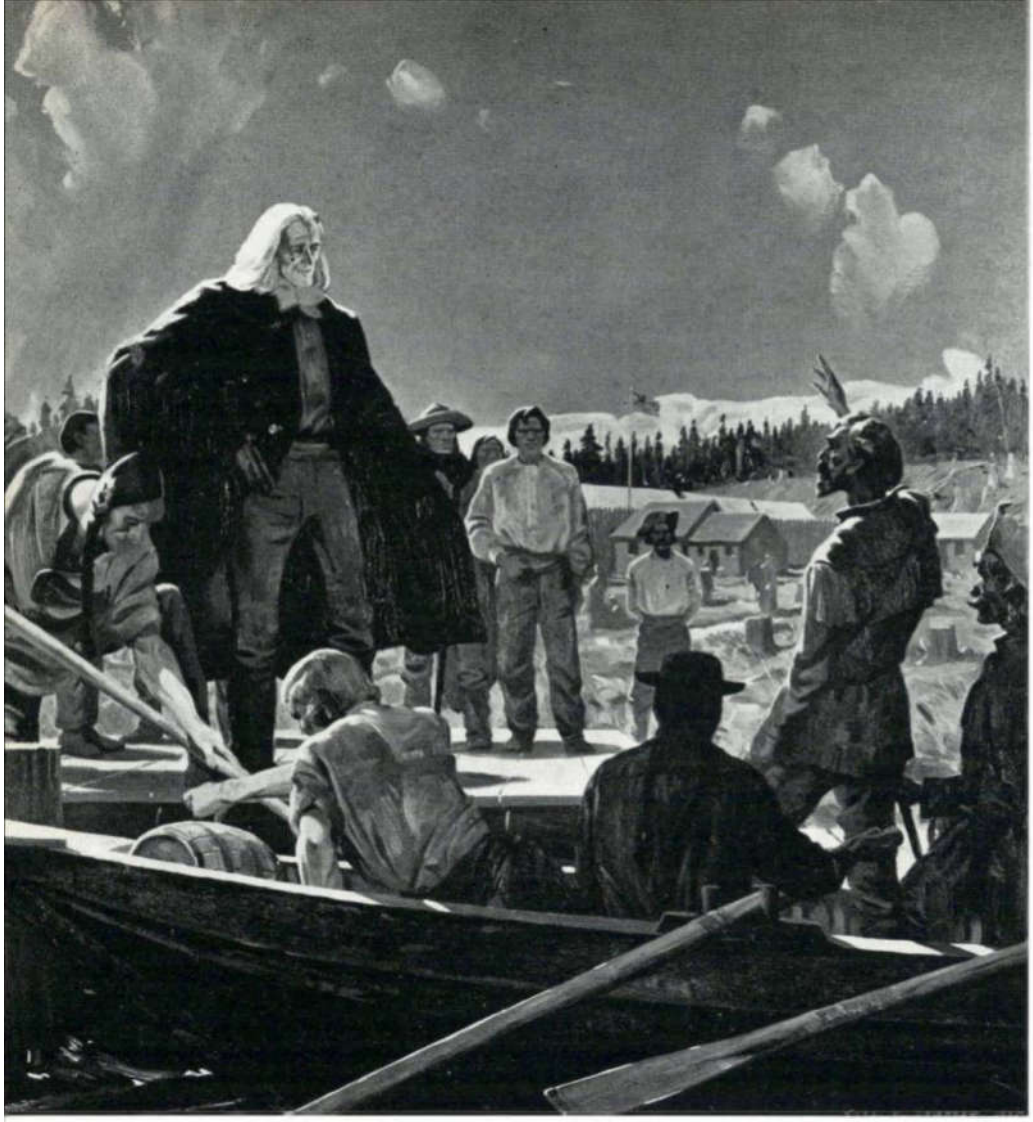
. . . The Method, which I have hitherto pursued, is the performance every Sunday, in the Messroom, of a full service at ten o'clock in the Morning, which from eighty to an hundred persons attend, and another at three in the evening, when about half those numbers form the Congregation. The place of worship is, however, exceedingly inconvenient, not only on account of the interruption arising from the occupancy of part of the Same building by Several families, who do not attend me, but as it would be impossible to administer in it, with decency, the Sacrament of the Lord's Supper; Neither is it Sufficiently large to admit the attendance of all the School Children. . . .

On my arrival I found a School consisting of about sixty Scholars, one third being Girls, of various ages, from five to fourteen years, which having been under different teachers for sometime past, had lately been placed under the management of Mr. John Fisher Robinson. The first and second Classes, amounting to fourteen, read well, write tolerably and begin to Cypher, but have received little religious education, the singing of hymns, as I understand, forming nearly the whole. The other Classes are in different Stages of progress. To this School I was in the habit of devoting much daily attention, and Mrs. Beaver received the Girls in her own apartment every morning from nine till twelve, except on Saturdays and Sundays, the former being a holiday, and on the latter I was accustomed to catechise both sexes together.

. . . Of the Master I have much pleasure in speaking favorably, and recommending him to your Notice. It is true he came out in one of your vessels before the mast, but he formerly filled an officer's situation; and, as far as I have been able to learn, his character is irreproachable. His period of service expires in two years, but he is desirous of continuing afterwards as Schoolmaster, provided his Salary could be raised to £50 per ann. it being at present £2 per month. I should be sorry to be left without a person to fill his Situation, and Should you be pleased to accede to this proposition, I trust you will forgive the liberty I take in requesting your favorable Consideration of him, during the remaining term of his engagement, especially as he officiates as my Clerk.

Through your liberality I have been enabled to supply all persons, who want them, with Bibles, prayer Books, and testaments, including the Hospital, which I visit several times in the week, and the School with spelling cards and other elementary Books.

Relative to the instructions to be imparted to the neighbouring Indians, I can of course at present say but little. Their numbers have been of late years much thinned by disease. Their tribes are numerous, much scattered, and Speak different languages. There is, however, one language, the Chinook, which is partially understood by nearly the whole; but I much fear, were I even to become Master of this language, which



McLoughlin welcomes the American Methodist missionary, Rev. Jason Lee, at Fort Vancouver, 1834. From the painting by Charles Comfort for this year's H B C calendar.

would be no very difficult task, as far at least as foreigners usually understand it, that it is too defective for the conveyance of Christian ideas. It appears, then, that the good to be done amongst them, must be chiefly, if not wholly, confined to the Children: but even these could not attend a School, for the purpose of learning English, unless they were entirely maintained at our expense, the mode of life of the Parents being too Migratory and erratic to permit the constant attendance of a Stationary Clergyman.

. . . Accused by Chief Factor McLoughlin of offering a deliberate insult to the Honble. Company, and himself, Messeurs Douglas, Tolmie, Rae, Allen, and Joseph McLoughlin absenting themselves, in consequence, in a very marked manner, from my Church, and at the time of public worship holding a Conventicle in the office, it becomes a painful, but imperative duty for me, in conclusion, to transmit the Copies of a correspondence explanatory of a transaction, which induced Mrs. Beaver and myself to apply for, and obtain the promise of, a passage home in the *Columbia*, in case that vessel should sail before the arrival of Chief Factor Finlayson, when, we trust, that the unfortunate differences, which at present exist, may be adjusted.

. . . But this determination has for the present been suspended by the receipt of the accompanying petition, which was put into my hands Shortly before the departure of the Vessel, signed by *all* the poor Protestants, and about two thirds of the Roman Catholics, (excepting Children of both persuasions) who were, at the time, residing in the immediate vicinity of the Fort. . . . After this flattering testimony . . . it is my bounden duty to remain . . .

I beg leave to subscribe myself,
Gentlemen,
Most respectfully,
Your most obedient,
humble Servant,
and Chaplain,
HERBERT BEAVER

Copy of the petition mentioned in the foregoing dispatch.

To the Revd. Mr. Beaver

We the undersigned having been informed that it is your intention to proceed home by the *Columbia*, we beg leave most earnestly to petition you to remain for the sake of us the Protestant community of this place, at least part of them. We beg of you most earnestly to consider the interest of the Church, and whether your present withdrawing yourself would not be fatal to the late revival of religion here under your auspices. Should circumstances however (which we hope will not be the case) forbid Mr. Beaver from granting this request, we hereby beg leave to return him our most sincere thanks for his uniform kindness and benevolent intentions, and likewise hereby state our most unqualified approbation of his conduct during his short stay amongst us.

Signed by thirty four Protestants.

We the undersigned of the Roman Catholic Community hereby testify our full concurrence in the foregoing petition, and moreover we are desirous that the Revd. Mr. Beaver should perform divine service in the French language for our benefit as few of us sufficiently understand the English.

Signed by twenty four Roman Catholics, and among them by "David Dompier," who officiates for them.

A true Copy, HERBERT BEAVER

Following are the most interesting parts of the ten letters which were attached:

To Chief Factor McLoughlin

September 30th 1836

. . . I take the liberty of requesting to be furnished with a Schoolmaster, Schoolroom, and other necessary appurtenances, for carrying into effect the instructions of the Company, which extend to the Neighbouring Indians, as well as to their more immediate Servants, and for giving gratuitous instructions to all, who may resort to me for the purpose.

To Mesdames Whitman and Spalding

Vancouver, October 1st 1836

Mr. Beaver presents his compliments to Mrs. Whitman and Mrs. Spalding, and, as he is aware that various customs prevail in different Countries, begs respectfully to inform them, that it is unusual in England for any person to take part, without his permission and request, in the parochial duties of the Minister, in which capacity Mr. Beaver is placed here by the Honble. Hudson's Bay Company.

He would, therefore, hope that after this explanation, the Ladies, whom he has thus presumed to address, will refrain from teaching, in any respect, the Children of the School at Vancouver, over which he has charge in virtue of his office.

To Revd. H. Beaver,

Monday morning 3d Oct. 1836

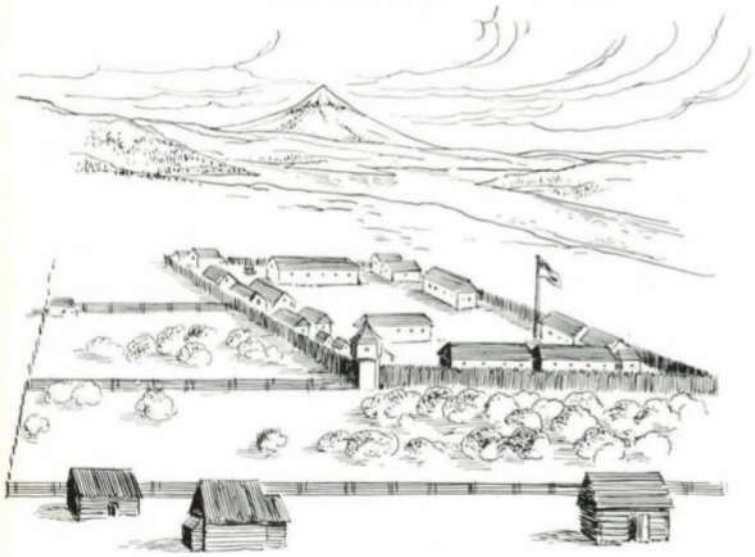
Mr. McLoughlin's compliments to the Revd. Mr. Beaver and requests to see him in the counting house as soon as convenient.

To Chief Factor McLoughlin

Monday Morning Octr. 3d 1836

Mr. Beaver presents his Compliments to Mr. McLoughlin, and upon consideration, thinks it will be better that any communication which may take place between them, Should be committed to writing, in order that it may the more clearly be referred, if necessary, to Superior Authority.

Fort Vancouver, with the Columbia River and snow-capped Mount Hood in the distance.



(N.B. This was written in consequence of Mr. Beaver having returned a verbal message, with his compliments, by the bearer of Mr. McLoughlin's letter above, "That he would attend in the counting house, as soon as he could see Mr. Capendal, who was gone for a ride.")

To Revd. H. Beaver

Monday, 1 P.M. 3d Oct.

Mr. McLoughlin's compliments to the Reverend Mr. Beaver and begs to inform him that he (Mr. McL) has but one object in desiring a personal interview with Mr. Beaver—Which is to request an explanation of his (Mr. B.) letter addressed to Mesdames Whitman and Spalding as under present circumstances—Mr. McL. must view it in the light of a deliberate Insult to the Honble. Company and would feel much flattered by the removal of the impression being most anxious to avoid every cause of collision But at the same time decided in requiring from all persons in the Service under him—that necessary degree of deference to his wishes Which is equally demanded by the state of the Settlement and due through his office to the Honble. Company.

To Chief Factor McLoughlin

Monday Octr. 3d
(half past two)

Mr. Beaver presents his compliments to Mr. McLoughlin, and begs to say that a personal interview with Mr. McLoughlin would be quite unnecessary, as he could in it only state, what he now does, his extreme surprise that his (Mr. B's) letter, addressed to Mesdames Whitman and Spalding, could, under present circumstances, be viewed in the light of a deliberate insult to the Honble. Company, to that part of whom, under which he holds his appointment, he feels inclined to offer any explanation on the subject.

The following extracts are all from letters written to Mr. Beaver by Dr. McLoughlin and his second-in-command, James Douglas:

Fort Vancouver Wednesday morning
4th October 1836

I am directed to send, for your information, the Company's annual allowance of Liquors to Gentlemen in the service; and have, at the same time to observe, that the quantity therein specified, cannot in any case be exceeded, as our imports are always strictly regulated by this standard.

Yours very respectfully
JAMES DOUGLAS

Thursday Morning 5th Octr. 1836

Enclosed is a second copy of the annual allowance, but I cannot devise any form more explicit than the one used.

The following is an extract from the terms which you accepted in England "and you will further be provided with lodging, Provisions, fire, Candles and male attendance," by which it does not clearly appear that wine is allowed, but Mr. McLoughlin attaching the most liberal Construction to the term Provisions has placed you on the same scale with the senior officers in the service.

Yours respectfully
JAMES DOUGLAS

Fort Vancouver 9th Octr. 1836

Permit me to hope that there will be no departure from the established regulations of the place, which provide except at dinner against even the moderate use of Liquor in order to prevent the evils resulting from an irregular or intemperate mode of living. I am induced to offer this remark from two instances of partial inebriety having been observed here and after strict enquiry I have every reason to believe that the liquor was supplied neither from the stores or the shipping. . . .

In order to reclaim the savage from his migratory and unsettled mode of life as well as to enable him to contribute to his support and enable him to live with the same independence in his progressive as in his savage state: I will furnish all the necessary farming implements and shall search out a favorable spot at a sufficient distance from the Fort to prevent interference with our agricultural operations . . . I have the honor to be

Yours truly
JOHN McLOUGHLIN

Fort Vancouver 16th Decr. 1836

. . . In the first place I cannot discover how schism can be promoted by the course now pursued in the Canadian service, of reading a portion of scripture a plain practical discourse and uniting in prayer to God, or how division can possibly be produced among persons living, not merely in the open profession of the most opposite religious opinions, but also evincing in all their conduct a marked dislike to each others tenets—again I cannot perceive the impropriety of successively assembling our English and Canadian servants for public worship in the same appartment or by the sound of the same Bell—from your noticing the subject I must presume you have detected error in the practice, and I am therefore prepared to hear a more complete exposure of the question, embracing the points of greatest moment and which may prove most conducive to the proposed change in our mode of assembling on the Sabbath. A third remark and I will close my letter, I never suspected that the sound of the "Church going bell" could be considered as an interruption to the peace and rest of the holy sabbath bells being so generally used in all Christian countries and particularly in England, as to have become intimately associated with all our ideas of the Sabbath, however please to favor me with your views on this head also. I make these remarks to point out a few of the many causes which prevent me from coming to an immediate decision upon the subject contained in your very interesting letter—in such cases you are aware we must proceed with caution and act only upon the clearest and defensible principles, or we may expose ourselves to the suspicion of being influenced by an absurd and restless spirit of innovation.

Yours Truly
JOHN McLOUGHLIN

Fort Vancouver 30th Decr. 1836

Mr. McLoughlin's compliments to the Revd. Mr. Beaver . . . If the Canadians continue to attend Mr. Beaver, we will then reduce the services to only two, one for the Europeans the other for the Canadians, though Mr. McL. thinks few of the Canadians will understand Mr. B. in French (and besides there are several errors in his translation) which they may urge as a plea for not attending Mr. B's service.

Fort Vancouver 16th January 1837

Mr. McLoughlin begs to decline any epistolary intercourse with the Revd. Mr. Beaver until Mr. B. gives a verbal explanation for refusing to perform divine service yesterday afternoon.

Mrs. Beaver did her bit by complaining about the food and the following choice morsel of "epistolary intercourse" has been preserved for us:

Mrs. Beaver having been informed by the cook this Morning that Dr. McLoughlin told him that the Salmon which she returned yesterday as being improperly dressed, was properly dressed, has to remark that if such be the case Dr. McLouglins Politeness in so contradicting her is only equalled by her knowledge of the mode of cooking as practiced by civilized beings and to request that as Mr. Beaver and herself have been accustomed to the later, the cook may be required to obey their orders with reference to the customs of uncivilized countries.

Mrs. Beaver would not have addressed Dr. McLoughlin so often on this subject but that Mr. Beaver and herself frequently rise from table unsatisfied in the midst of plenty through the badness of the Cooking which is only desired to be plain and clean, at the same time, this can scarcely be expected while the cook is upheld in the contrary habit.
August 10th 1837

Matters came to a climax in March 1838, when the reverend gentleman was set upon by the Big Doctor in the courtyard of the fort. In one of his reports to London, Beaver had rashly referred to Mrs. McLoughlin, who had been married to the Chief Factor without benefit of clergy, as "a female of notoriously loose character," and this and other clerical slurs on his wife's good name came to McLoughlin's ears. Beaver describes the result in a letter to the Church of England Protestant Magazine, *which was reprinted in* The Oregon Historical Quarterly *for March 1938.*

I was walking across the Fort-yard to speak to my wife, who was standing at the door of our house, when this monster in human shape . . . advanced towards us, apparently in a violent passion, and upon my making way for him to pass, he came behind me, kicked me several times, and struck me repeatedly with his fists on the back of the neck. Unable to cope with him, from the immense disparity of our relative size and strength, I could not prevent him from wrenching out of my hands a stout stick, with which I was walking, and with which he next inflicted several severe blows on my shoulders. He then seized me from behind, round my waist, and attempted to dash me on the ground, exclaiming, "you scoundrel, I will have your life." In the meantime, the stick had fallen to the ground; my wife, on the impulse of the moment, picked it up; he took it, to use the epithet of an eye-witness, "very viciously" out of her hands, and again struck me with it severely; we were then separated by the intervention of other persons.

Shortly after this set-to, McLoughlin left by overland express for Canada. James Douglas took his place while he was gone, and thereafter the little chaplain found life much more pleasant. But anticipating the return of McLoughlin, he resigned from the Company's service, and with his faithful wife sailed for home in November, 1838, never to return to America.

THE BEAVER

IN CANADIAN ART

by Marius Barbeau

Voyageur's cup carved out of a maple knot on the St. Maurice River, P.Q. (Courtesy, Mott Williams, Esq., Quebec.)

CANADA was not at first the only home of the beaver, as its present habitat and its role in our colonial history might lead one to believe. Horace T. Martin, in his *Castorologia*, states that the beaver is mentioned in the hieroglyphs of the Egyptians and in sacred writ of Solomon, also in the records of Germany in 1103; that there were beaver preserves in Poland in the sixteenth century, and that at that time the beaver could be found in parts of Great Britain; that it still existed on the Elbe River in 1725, and has survived to this day in remote wilds in Scandinavia. In North America its habitat was more extensive than that of any other animal: it once reached as far south as Mexico, and from the Atlantic to the Pacific and Arctic oceans.

Its two names "castor" and "beaver" seem to have come from the Mediterranean: the Greeks called it *castor* (from *gastro*, the stomach); and the Latins, *biber*, the French *beavre*, and the Anglo-Saxon, *boefer*. Its properties were not confined to the cultural use of its pelt, for which it became famous, after the discovery of America; they included medical attributes; the meat was extensively consumed, and the tail was a delicacy—its "flavour and appearance resemble those of the choicest bacon"; its incisors, hafted on a handle, were used by the Indians as fine cutting tools. It became such an important item in the fur trade that beaver skins became the standard of exchange. As early as 1694, Captain James Knight wrote from Albany: "Beavor beeing the chief Commodity we receive in the trade of these goods we therefore make it the standard whereby we rate all the other Firrs and Commodities We deal for Tradeing."

Some Indian tribes made the beaver their clan name or emblem. Among the Onondagas (an Iroquoian nation), the Beaver clan was more important than the Bear's; among the Wyandots of Ontario, some personal names, still remembered, go back to their Beaver clan. An Algonkian tribe of Lake Huron, the Amihonas, were the "People of the Beaver"; and a leading clan of the Tsimsyan and the Haidas, on the North Pacific coast, claimed the Beaver as their totem.

On the trail of the Indians, some white people in Canada adopted the beaver as their emblem or their name. First, among them, were the sixteen foundation members of the North-West Company in Montreal; Joseph Frobisher resided in "Beaver Hall," which is still the name of the same section in the centre of the city. Montreal fur traders formed the Beaver Club, and a gold medal engraved with the figure of a beaver was their badge; a similar badge, embroidered, was also applied on the woven Assomption sashes of the bourgeois. The North-West Company, about 1820, issued beaver tokens, a form of coinage only a few pieces of which, highly valued, have been saved by antiquarians.

It should not be forgotten, by the way, that a few families in Great Britain, Ireland, and Germany, had previously used the beaver on their coat-of-arms; and a seal for the New Netherlands, dated 1623-1674, bears the profile of a beaver across its shield.

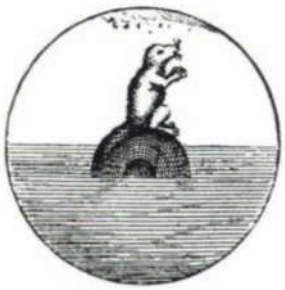
It is not surprising therefore to find that Canadians and Indians alike have appropriated the beaver as an emblem and also as a theme in decorative arts.

The pictorial or plastic quality of the beaver varies according to the cultural backgrounds of the people

who have ventured to use it as a theme. To interpret the beaver interestingly is by no means an easy undertaking, for the animal—a crawling, ungainly rodent, short-legged and bulging with fat, with a disproportionate scaly tail—does not lend itself to imagery.

Only artists with highly creative skill could impart to the beaver distinctive features worth preserving in the pantheon of art. Indeed, most of the Europeans and eastern Canadians who have tried their hand at it have failed to invest it with much dignity in its many appearances on coats-of-arms and symbols at home or abroad. Sailors, in the last war, superstitiously refused to cross the seas on a ship the prow of which was decorated with the beaver as a symbol of Canada, because it looked like a rat, and rats, boring through the hull, can sink a ship. The noted craftsman Paul Beau, when confronted with the task of fashioning a wrought-iron beaver upholding the Speaker's inkstand in the House of Commons at Ottawa, failed to discover any arresting picture of this animal east of the Rockies, but was satisfied with a bold carving of the beaver on a totem of the North Pacific Coast for a model.

The beaver in Canadian art, indeed, falls under two headings: The eastern beaver, quite realistic—usually in profile, lying on a branch and gnawing; and the western beaver, squatting or sitting erect, often gnawing a stick while holding it in its front paws, showing its characteristic incisors and checker tail, and so highly stylized that it is unrecognizable to the untrained eye.

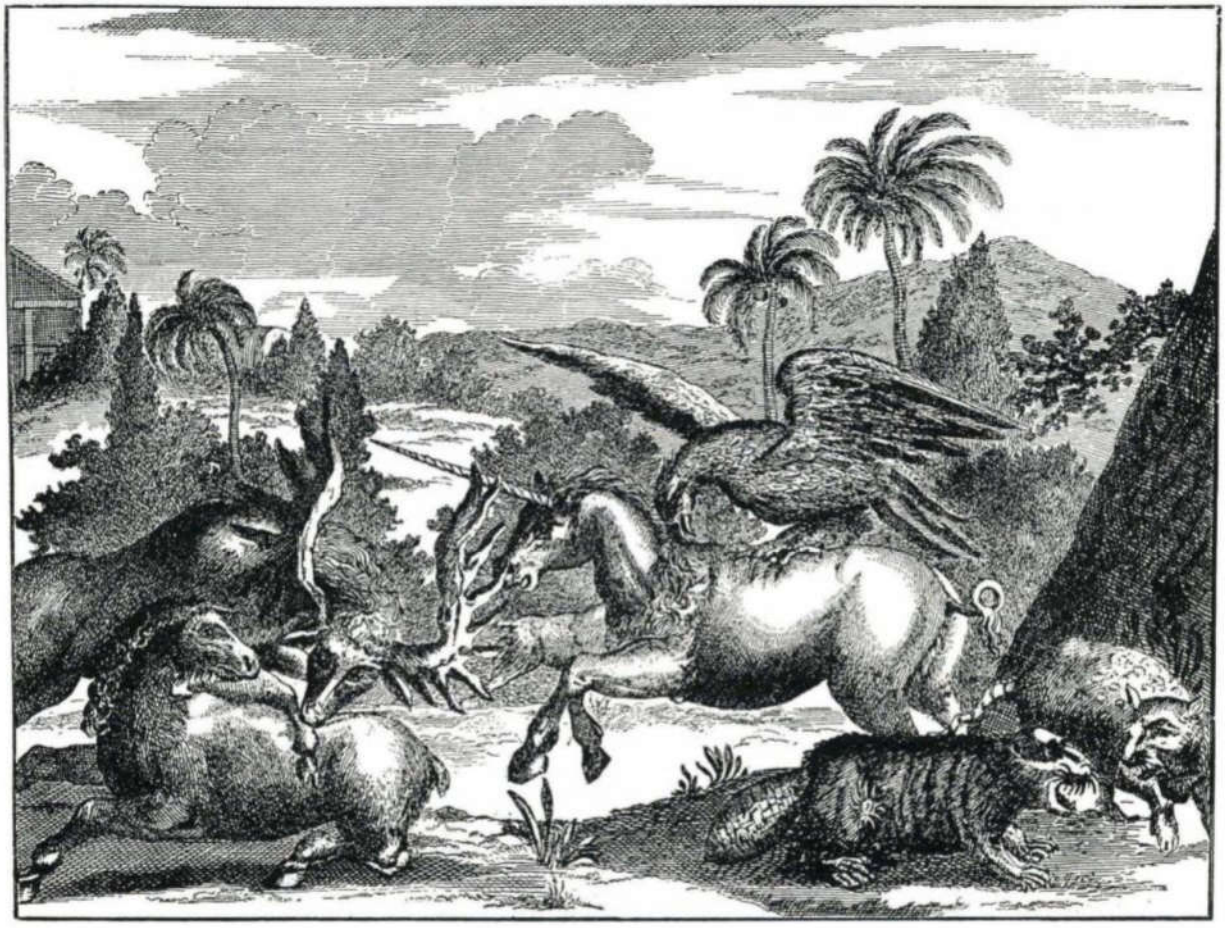


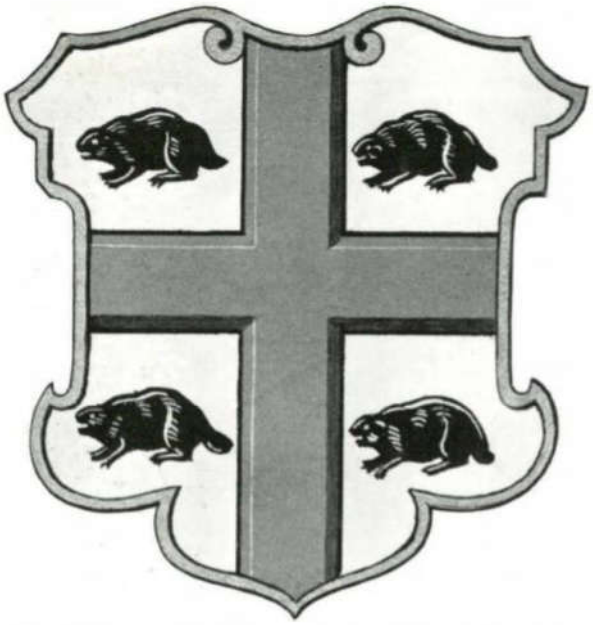
"Armes des Hurons." From an old print.

The beaver on the Champlain map of 1612.

From a print of 1755. The beaver has been copied from the engraving in La Potherie's book, published three years earlier. Note the two-story beaver houses. All pictures on this page from "Castorologia."

Wonders of the New World. A moose bites a two-legged horse; an eagle claws a unicorn; and a beaver with a spider on his side snarls at a leopard.





The beaver on the Company's escutcheon. From the drawing provided by the Garter King of Arms.

The early pictures of beaver in our eastern annals all show a lack of skill in their makers. Although they are realistic, they are not striking likenesses. Their most interesting feature is their direct and usually naive approach.

Perhaps the first, in miniature, is on Champlain's map, dated 1612, executed by David Pelletier from a drawing by the founder of Quebec himself.

More interesting is the effigy on the North-West Company beaver token of 1820, because of its stylization in good taste. This picture of the beaver must have been everywhere familiar enough at the time to influence later conceptions, which all bear a certain resemblance to it, whether the profile is turned to the left or to the right. Yet there is surprisingly little left of the beaver imagery in our archives of the fur trade; for instance, the silver beavers made for the Indians are all but lost to us, save in an item like this in an account of Robert Cruickshank, a Montreal silversmith and merchant: "North-West Company, Outfit 1799. . . 75 Turtles, 75 Beavers. . . ."

Below: 1, The N. W. Co. token of 1820. 2, A gold brooch with a tail set with brilliants. One of these belongs to Mme. Angers and another to M. Garon Pratte, both of Quebec (See "The Beaver," Dec. 1933). They are said to have been worn by wives of Beaver Club members. 3, An old hooked rug from Charlevoix County, P.Q.

After the North-West Company had merged with the Hudson's Bay Company, in 1821, its beaver crest fell into public domain, as it were, and after a while it was taken over by institutions or individuals. It has since become a virtual symbol of Canada. It was used restrictively in one quarter of the shield in the coat-of-arms of the city of St. John, N.B., as can be seen on the valuable wood carving by MacDonald, dated 1823, in the old courthouse.

After the 1837 insurrection in Eastern Canada, the beaver became unofficially a national emblem, at least among the French Canadians; its familiar profile ever since has been reproduced in many places.

The beaver profile, turned to the left or the right, has been a familiar folk design for many years among the habitants and the Indians of the St. Lawrence valley. At Indian Lorette, it was nicely embroidered with dyed moose hair on moccasins and on cushions; and among the northern Algonkians it appears among the designs scratched off the inner bark of the birch.

In the sensational exhibition of "The Indian Arts of the United States" at the Museum of Modern Art this year in New York, animal and plant forms "in designs created on birch bark" were displayed; and the catalogue calls attention to their merit, in particular that of the beaver, in the following words: "Natural forms were often highly conventionalized in this region, and the realism of the bear, beaver and caribou on this box is exceptional." The box was made about 1890 and collected in 1925.

A maple-sugar maker of Gaspé once, not so long ago, made a mould in the form of a squatting beaver gnawing a stump; and a sugar cake cast from it, now preserved at the National Museum, discloses quite an original treatment. Habitant women also include the beaver in hooked rug designs, occasionally well stylized.

One of the most interesting Quebec beavers can be seen on the large sign-board carved in high relief and painted, about 1870, by the noted wood-carver Jean-Baptiste Coté, now at the Quebec Museum; it is turned to the right, semi-upright, and its body is arched in an effort suggesting industry; the whole sign-board being under the caption of "Progress."

The only outstanding interpretation of the beaver in northeastern art is embodied in a cup carved out of a maple knot, about seventy-five years ago, by a nameless craftsman of the St. Maurice River in the Province of Quebec. Brought back from that district by a Quebec surveyor named Williams and preserved since in his family, it belongs to a type of carving still practised there, perhaps by halfbreeds. The three beavers, under the cup and the handle, are recognizable and well stylized; they are true art, no less than the fish engraved around them, the fiddle head of the handle, and the small kneeling man, at the end of a neat leather braid.

Except for this last beaver, none of the eastern pictures or carvings can compare in quality with the beaver totems or decorations of the Indians on the North Pacific Coast. We enter here upon a field where true art is ingrained among the people and quite

Standing-beaver pole, about 18 feet high, erected about 1875-80 in front of the house of Chief Wiyae of Massett, B.C. A sculpin is carved on the chest. Below: Ceremonial chest from Skeena River, B.C. Both are now in the National Museum, Ottawa.

widespread. These Asiatic-like Indians are, indeed, among the most creatively artistic people in any part of the world.

The interpretations of the beaver, the majority of them heraldic, are too numerous to be listed or fully described. They are embodied on some of the best totem poles of the Skeena, the Nass, and on the Queen Charlotte Islands; on delicately carved Niska headdresses for head-chiefs of the Eagle clan; on argillite carvings of the Haidas; engraved on silver bracelets, and horn spoon handles; painted on ancient house fronts, on woven root hats, on gambling mats and on leather leggings; or woven by the Tsimsyan into woollen dancing aprons. The beaver totems and headdresses as we know them do not antedate 1860, and most of the specimens preserved in museums are more recent.

Most of these plastic beavers—like many other totemic animals in the same area—are of a heraldic character; they are the exclusive property of chiefs and families to whom they belong as coats-of-arms; they are symbolic. Yet there are not a few exceptions, particularly from the hands of Haidas who, for over a hundred years have carved small argillite or slate figures, silver or gold bracelets, carved dishes in the shape of animals, spoons of mountain goat horn, and large cedar chests, for European seamen, traders and visitors. These craftsmen, concerned with the requirements of a foreign clientele, made free of the crest system, and combined together animal figures, including the beaver, without much regard for their significance among their own people.

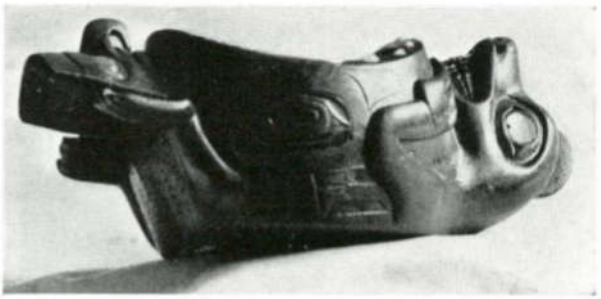
The impetus to adopt the beaver crest seems to have developed, after 1840, among the leaders of the Eagle clan, in the group of Legyarh and Wiyae, of the Tsimsyans and the Haidas. Among the Tsimsyans, only the highest chiefs of the Eagle clan were entitled to show the beaver erect; the lower members of the clan showed it in a squatting or horizontal position, or again, head down.

Notable examples of the standing beaver may be seen on two of the finest poles ever erected on the North Pacific Coast—the Eagle's Nest, and the Beaver-Halibut pole, both at Gitiks on the lower Nass River. The first of these two poles now stands in the zoological park at Charlesbourg, near Quebec.

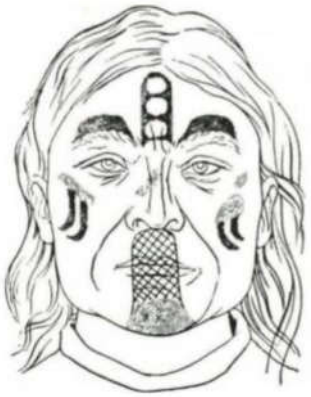
Legyarh and his several kinsmen, after having risen to power through war-like ventures and the fur trade, induced the Hudson's Bay Company to establish trading posts in their midst, under their aegis. Because of this association with the Company, whose standard of exchange was the beaver skin, it was perhaps natural for them to add the beaver to their own eagle totem.

Model totem pole of argillite, two feet high, in the H B C Historical Exhibit. The middle figure represents a beaver. Below: Sitting-beaver headdress for chief of Beaver clan from the Nass River, B.C., inlaid with abalone shell and adorned with feathers and walrus whiskers.

Silver napkin ring with beaver face made by a Haida—probably Charles Edenshaw—about 1880-5 for Sir John A. Macdonald. (Pub. Arch. of Can.)



Beaver dish, carved by a Haida. (McGill University Ethnological Museum.)



Haida face-painting of a beaver. (From P. E. Goddard's "Indians of the N. W. Coast," Am. Mus. Nat. Hist.)

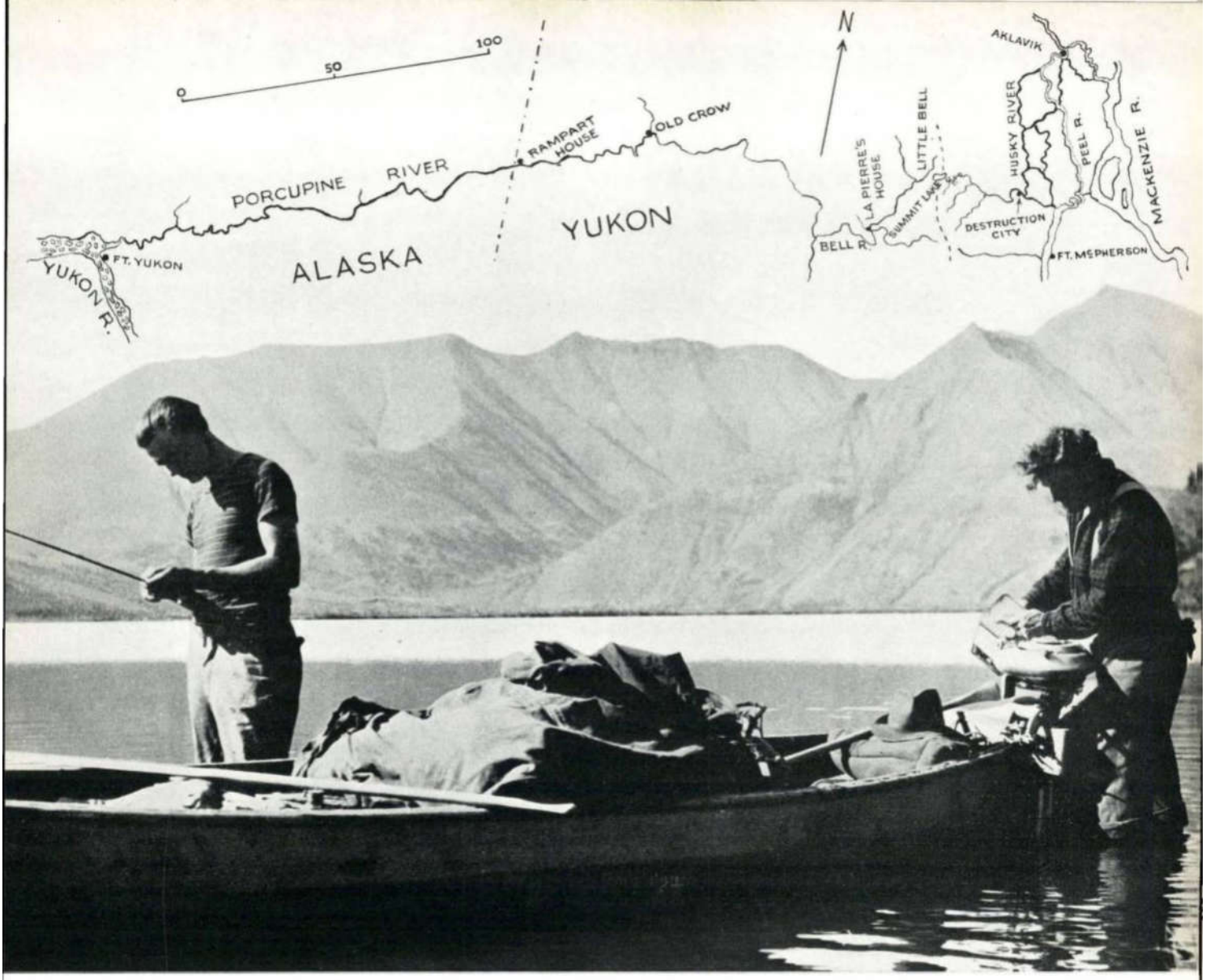
Split-beaver, a crest of Skayaen, on his totem pole at Kitwanga, B.C.

The Eagle-Beaver clan of the canyon of the Skeena, being closely related to that of Legyarh, figured in the foreground for a period, after the arrival of the Hudson's Bay Company on the adjacent coast. Engaging in a quarrel with his powerful kinsman Legyarh, over toll rights at the canyon, the chief of this local clan finally went down to defeat, but not before he had erected at least a totem pole displaying the beaver, and having conferred upon the clan a legend of origin, which is still the only native account available for the beaver totem anywhere.

Strange visitors, according to the myth of origin, mysteriously caused the death of some people at the canyon of the Skeena. They were pursued up the hillside to a lake, about Kitsalas, at Kwit'awren (Gravel-heart, or according to another interpretation, Cracked-stones). There, changing into beavers, they disappeared under the water. The people drained the lake, with the help of some of their Gitsemraelem relatives, and discovered the huge beaver at the bottom, the body of which was covered with human faces. Gip-ranaa'o and Larh'ayaeorh, ancestors of the Kitwanga Eagles, assisted the Kitsalas people in overcoming and killing the monster. After they had drawn its body to the shore, they cut it in two parts, thus dividing it among themselves, half for Gitsemraelem and the other for Kitsalas. The beaver thereafter became the crest of the captors. Sometimes it is shown complete, in a sitting posture; at other times, as once on the taller pole here, it is represented split in two halves. It is usually represented, at Kitsalas, its head down and with human-like faces all over its body.

Now that the beaver has become firmly established as the faunal emblem of Canada, each year will see new representations of its familiar figure in various forms of Canadian art. But it is doubtful if any will be better known than its image on the George VI five-cent piece.

The beaver on the George VI nickel.



At Summit Lake.

AKLAVIK to FORT YUKON

by Dr. B. F. Ederer, Morris, Minnesota.

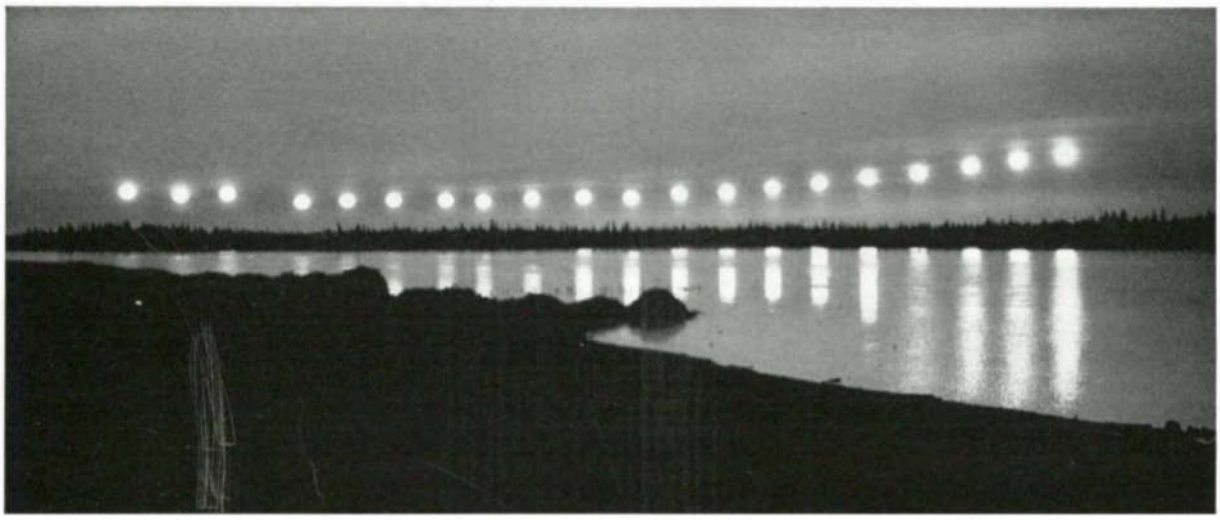
THE canoe route from Aklavik on the Mackenzie, through the mountains to the Yukon, is a pretty tough one. The first part of the journey, going up to the height of land, is of course the hardest. There the traveller must walk in icy water, day after day, pulling his loaded canoe. And besides the difficulties of travel, the country is the worst for mosquitoes that I have ever seen.

I first made the trip two years ago; and at the time vowed that I would never repeat the performance. The scenery, it's true, was marvellous. But the tough going and the billions of flies took away many of the joys of bush travel.

Last summer, I was once more in the delta of the Mackenzie. But I certainly had no intention of again making that gruelling trip across to Alaska. No intention, that is, until I met a couple of young compatriots up at Aklavik, who were trying to get across the mountains to American territory. They had travelled into the Northwest Territories to sell books. At the first few posts along the Mackenzie they were able to sell enough of their Bibles and Home Doctor books to pay for their food and their transportation as they went along. But when they arrived at Aklavik, their funds were depleted, and the market for their books was exhausted. So there they were, with no knowledge of the country and no money to hire Indian guides to show them the way.

The upshot of the matter was that I agreed to act as guide, philosopher and friend to these *cheechakos*, just for the fun of it. Because I figured that the pleasure of taking two young lads from the Deep South through the wilds of the High North would more than outweigh the discomforts of the journey.

We stocked up at the Hudson's Bay post, rigged a motor on the side of a big canoe, borrowed a linen



Path of the Midnight Sun.

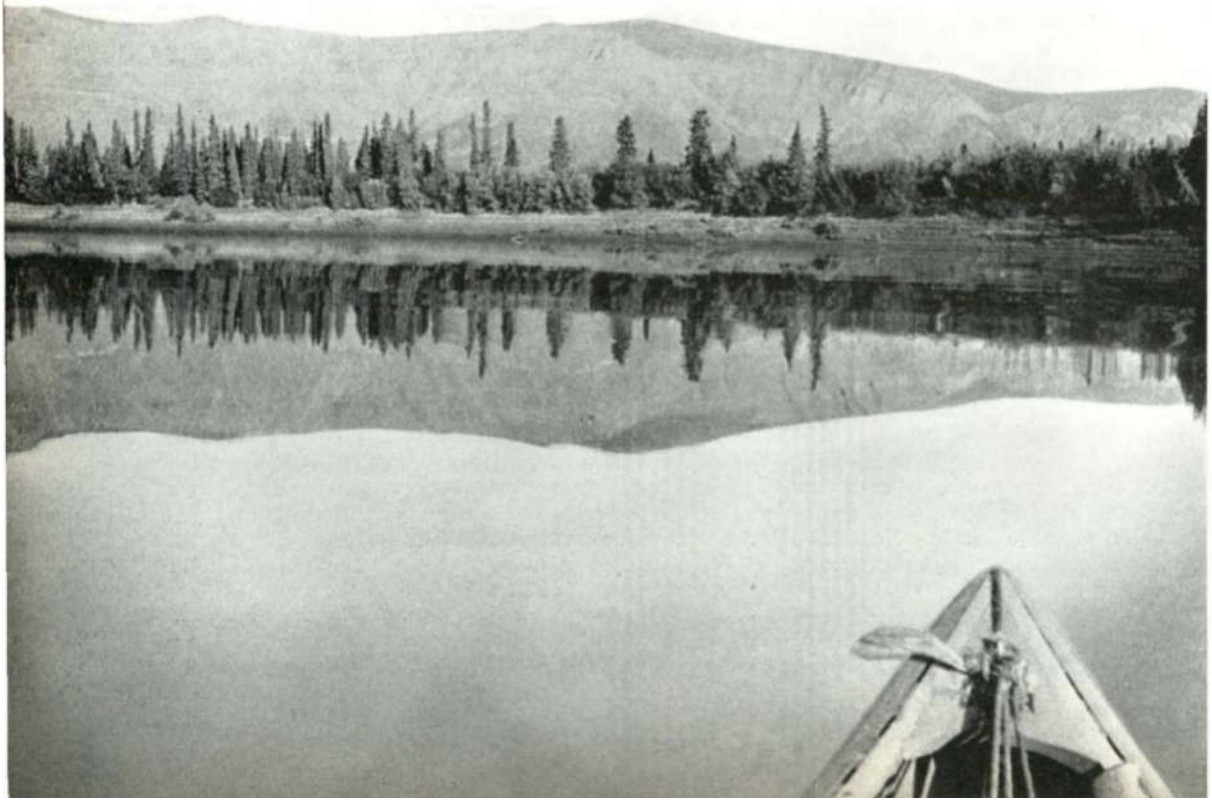
tracking line from Father Philippe and some medical supplies from Dr. Livingstone, and chugged away from Aklavik by the light of the midnight sun. We travelled twelve miles upstream on the Peel River, and then the bow of the canoe was pointed into the mouth of the Husky River directly toward Red Mountain. The Husky is a lazy, crooked stream following close by the mountains. My young companions slept while I manoeuvered the canoe around bend after bend.

Noon time found us about sixty miles from Aklavik where the Rat River comes rushing into the Husky. Entering the Rat, the canoe plunged ahead through fast water, rocky riffles, and huge piles of drift wood, for about fifteen miles, to where the Rat River forks into what I would call the McPherson branch and the Aklavik branch upon which we were travelling. Turning right here, it is only a short distance to an impassable rocky barrier, a spot designated as Destruction City by the gold seekers in the last century. Here they had to abandon most of their supplies and rebuild their large boats into smaller vessels that could be towed upstream. Some of the gold seekers stayed at this point for a long time and finally returned up the Mackenzie. The remains of their cabins can be seen in the thicket about one hundred yards from shore on the left bank.

Tea camp was made and, while the dishes were being washed, I tied the tracking line to the bow of the canoe and carefully stowed the motor under the tarpaulin, then securely lashed the entire load in place. For this was where the hard work of tracking began. I advised the boys to strip down to their woollen underwear to enable them to walk more freely and safely in fast water.

Our method of procedure was to have one of the lads with a long dry spruce pole keep the bow of the canoe away from logs and snags. I pulled the canoe with the two-hundred-foot tracking line. The other lad kept the tracking line free of snags. When the canoe entered fast water, it was also the first boy's job to see that

"The bow of the canoe was pointed toward Red Mountain."



The author does a little professional work at the summit

the bow would not push out into the stream too far ahead of the stern. In this way, we passed through the first several rapids very quickly.

On the third day we rounded a bend, and looking northwest we could see the distant mountain peaks of the summit. Rapids were quite severe at this point. Bob counted a number of rapids passed through on this day and his estimate was thirty-five.

The fourth day we passed the Barrier River, which comes in from the south. Hours of travel from this point brought us to the canyon.

The boys were nearly exhausted, and the cold mountain rain began to fall in a downpour. "Gee, I never knew that rain could be so cold," said Jerry through his teeth, as he shivered during a brief rest spell. True enough, a man can stand cold water to his waist hour after hour, his legs may be numb, but unless very tired he does not feel cold. But when a cold mountain rain sends tiny rivulets down his back, then a man actually becomes chilled to the bone.

The next day it was still raining. Bob went out to fish for grayling trout with the casting rod, but came hurrying back to the tent, his face pale from fright, "Come quick, Doc! There done been a bear in our camp and his tracks are in the ashes of our campfire as big as a house." I assured Bob that it was of no great worry, since my tent was so saturated with fly dope that no wild animal would bother it. And, besides, our camp was so close to the shore that any bear following the river would have to walk by our front door.

It had been very difficult to impress upon Jerry the importance of watching the bow of the canoe when it went out in fast water, and in several instances we nearly lost our load. We came to one very steep rapid shortly after our morning start, and as Jerry pushed the bow of the canoe out, the force of the stream started to carry it directly across the rapids. He rushed to push the stern out—but too late. The water swept Jerry off his feet, but luckily he grasped hold of the gunwale of the canoe, where he hung on for dear life yelling for help. Bob stood by spellbound.

I marvelled at the strength of the Irish linen tracking line. The entire canoe was filled with water, with the rush of the angry river rolling over it, but onward towards shore it came. Hand over hand I pulled with all my strength while Bob yelled encouragement to Jerry. The load was quickly unpacked, water removed from the canoe, and after repacking we continued on our way.

An hour later we passed the Bear River, which comes in from the north. The scenery was becoming too beautiful for words, as the rugged mountains reared their rocky heights far above us on both sides. Evidently, this part of the valley was the winter hunting ground of the caribou hunters. Their camp sites were easily discernible by the four-foot stumps of the small spruce trees.

Bob had been suffering a great deal with chafing; evidently the silt of the ice-cold water was too much for his tender southern skin. So I treated him, rigged up a fishing tackle, and told the boys to enjoy themselves while I made camp. There was one large green pack-sack which belonged to the lads that I assumed was their personal belongings, but it was as heavy as

Dr. Ederer examines Martha Moses' fish net and moose hide, at Old Crow.

lead. In proceeding to dry everything that had become damp when the canoe swamped in the afternoon, I shook the contents of this pack-sack on the ground. What a surprise! It was full of sample books. I thought of all the hard work and cussing necessary to bring this load to our present camp site. I silently cussed some more. The books, naturally, were wet and ruined, so I took some fish line and suspended them from a lone spruce tree growing near our tent, and on the inside covers of the books I wrote, "Donated to the Rat River Caribou Hunters' Library." So, very likely, some caribou hunter has been able to get first hand information as to what to do with all his ills, and at the same time he can brush up on his religious learning by reading the Bible.

Late in the afternoon we arrived at the first lake of a series of four through which we must pass on our way to the summit. At the summit the boys again went fishing, while I journeyed back across the lake for firewood, because here one is above timber line and wood is not available. As I returned with the load of wood, I mused that we were now two days ahead of the previous year's trek. We had been free of the torments of the mosquito this year, but the small sand flies now became very numerous. Each day they made more trouble, flying in our eyes, mouth, nose and ears. But, even at that, they were mild compared to the hordes of mosquitoes that tormented us in July, 1939, on this same trail.

The following day we portaged about nine hundred yards to Loon Lake, moving our entire load in two trips. My young companions uttered many "ohs" and "ahs" when they first sighted this beautiful mountain lake. Its tranquil green water reflected the high, rugged, treeless mountains that seemed to surround it.

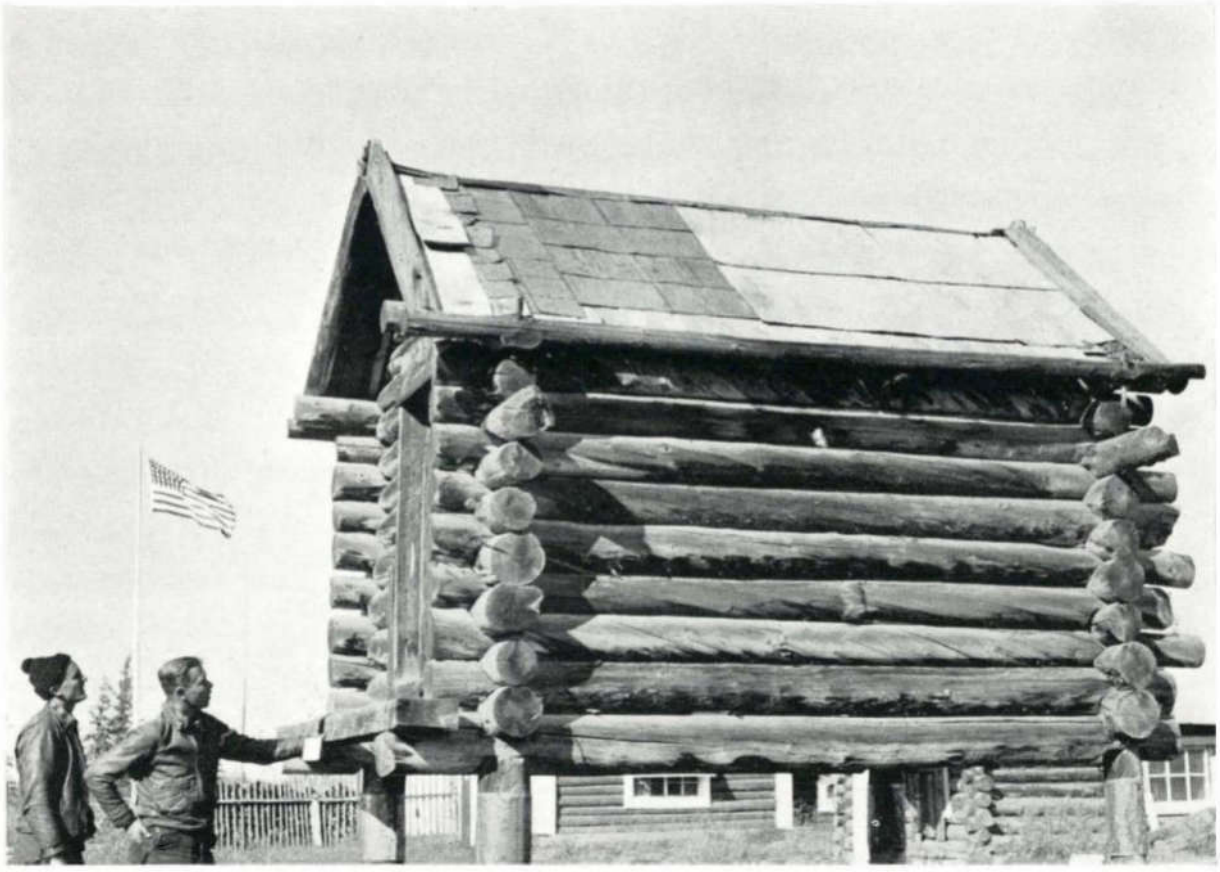
Now we could use the motor again. It started on the second turn, and the echo of the exhaust was hurled back to us from the mountain crags. Then we paddled to our last portage of about four hundred paces to the Little Bell River.

To our surprise we met two other people camped on the shore of this stream—a Mr. and Mrs. Elkin Morris, who were journeying to Alaska, and had been shown the way through the mountains by the Indians at Fort McPherson. They had been twenty days on the trail and were short of food. Mr. Morris was suffering with a toothache. I gave them provisions from our diminishing supplies and extracted his tooth. I left a record in a tin cache that I had established in 1939. Then both canoes were loaded for the descent of the Little Bell. This stream is full of rocky rapids, and as the water was low, there were more of these, and the sharp stones damaged both canoes.

Jerry's ankles had given him a great deal of trouble on the Rat River because of stone bruises, and each time he was forced to get out on the Little Bell the sharp boulders practically crippled his feet. I was anxious to get to the Bell River so I could properly treat and bandage his limbs for there would be no more tracking from that point.

After several hours of shooting rapid after rapid we came out on the beautiful Bell River named after Chief Trader John Bell, who was the first to travel our route in 1842-4. On this stream we travelled three days to where it meets the Porcupine. The country around the Bell, uninhabitated as it is by man, is a paradise for wild animals. The shores were actually padded down with wolf tracks, and occasionally one

Indian fish wheel on the Yukon River.



Bob and Jerry store their packs in a cache at Fort Yukon.

would be seen scampering along the shore far ahead. Beaver would slap their tails and disappear in the water. And, moose would whirl and plunge into the willow thicket as we rounded the bends of the river.

The Porcupine at the junction is wide, and has slack water caused by the bad rapids about ten miles down stream where the trail turns right. It has a few rapids caused by huge gravel bars, but these rapids are not dangerous if the boat is kept under power through the fast water.

Three days of travel on the Porcupine brought us to Old Crow, where we were welcomed and courteously entertained by Corporal and Mrs. Bayne, of the R.C.M.P., and the free trader Captain Healy with his inexhaustible flow of language.

At Old Crow I delivered the mail I had brought over the mountains from Aklavik. Letters were for John Porsayshine, Eliza Steamboat and Martha Moses, also a hand shake for Big Joe K from his sister in Aklavik. Martha Moses, an Indian woman, was busy making a fish net and I examined a moose hide she had recently scraped and stretched.

We now had travelled about three hundred and fifty miles. The distance from there to Fort Yukon, Alaska, is another three hundred miles. But the fast water makes travel speedy and the scenery is exceptionally beautiful through the ramparts of the Porcupine River, where at Rampart House we crossed the boundary between Yukon Territory and Alaska. Many story-book characters who came to this country as gold seekers but stayed to become hunters and trappers live along this river. One of the most congenial is Captain Curtis, a veteran of the Spanish-American war, and an old comrade of Andy Whittington at Fort Simpson. He was delighted to receive news of his old partner on the Mackenzie River.

Towards its confluence with the Yukon, the Porcupine begins to twist and turn. One day, we noticed that the clear water of the river was becoming clouded with clay silt—the sign that we were approaching the end of our journey. Here and there on the shores we saw Indian fish wheels at work. These strange contrivances are placed in the fast water, and spawning fish coming upstream are caught in the buckets.

Gradually the Porcupine began to broaden to a width of two or three miles, and at last we swept out upon the waters of the mighty Yukon. Turning to the left, we headed upstream, and two miles further on we sighted a cluster of log cabins around a large store. It was a typical Alaskan Indian village of the present day, and I recognized it at once as the place we had come so far to find—Fort Yukon.

There was no fort to be seen, or anything resembling one. But the place comes by its name honestly. For here it was that Chief Trader A. H. Murray had built the first Fort Yukon, nearly a century ago, in what was then Russian Territory. We had followed his route, in fact, from Fort McPherson; and although we had done so with the aid of an outboard motor, still we felt a certain kinship with this pioneering officer of the great Company whose forts still dot the map of the Far North.

The Birth of an Industry

by Clarence Birdseye

IN college I was trained as a biologist; but my heart was set on adventure. So, when Dr. Wilfred Grenfell told me he had persuaded a wealthy New Yorker to back me in a fur farming venture on the Labrador coast, I jumped at the opportunity.

My first winter on the coast was that of 1912-13. The following spring I went to Muddy Bay in Sandwich Bay, and bought the abandoned post of Revillon Frères—the famous French company whose fur trading operations were later taken over by the Hudson's Bay Company. I rebuilt the post, which was about six miles in from Cartwright, and erected fox and mink pens.

The ensuing winter I tried my first experiment in quick-freezing vegetables. When I went to Labrador, I knew nothing of the virtues of quick freezing, whether accomplished naturally or artificially. I couldn't, in fact, have told a refrigeration compressor from a condenser if I had bumped into one in broad daylight. But that first winter I saw natives catching fish in fifty below zero weather, which froze stiff almost as soon as they were taken out of the water. Months later, when they were thawed out, some of these fish were so fresh that they were still alive!

Clarence Birdseye in a suit of sealskin on the Labrador Coast.

I discovered, too, that birds, game, and fish frozen very rapidly in extremely cold weather are much more juicy and delicious than those frozen slowly in the relatively mild early fall and spring frosts. If meat and fish can be kept so fresh by quick freezing, I thought, why not vegetables? So that very first fall after I had bought the Muddy Bay headquarters, I purchased a large supply of fresh cabbages, kept them unfrozen in the house until well into December and then quick-froze them one layer at a time immersed in sea water in a hogshead; and throughout the ensuing winter and early spring had merely to chop out a hunk of ice and cabbage to enjoy a taste of the fresh vegetables which are so scarce and important in the long northern winters. In those days I knew nothing about "blanching" to inactivate enzymes, but my recollection is that the product was still mighty good after several months.

Fresh meat is sometimes pretty scarce in Labrador, even at a trading post to which it is brought, in exchange for what the hunters consider more necessary articles. Sometimes at Muddy Bay we would have a glut of caribou, white partridges, rabbits, ducks and geese—not to mention such luxuries as lynx meat, owls and porcupines—but we could never be certain that before the first steamer in the spring we would not run completely out of fresh meat and be back on a diet of salt fish.

That led to my first—and most disastrous— experiment in intentionally quick-frozen meats. In December of the first year that Mrs. Birdseye was on the coast, a hunter brought us the unfrozen carcass of a young caribou shot nearby. When the meat was dressed we were in the middle of an extremely cold northwest gale. So we placed two large aluminum dishpans on the wire of an emergency fox pen just back of the house and in each pan froze a one-inch layer of ice. On that ice we then laid choice caribou steaks and chops and, after the meat had frozen, encased it in a layer of ice. Each layer took only a few minutes to freeze; and when we got through we had a series of ice blocks containing several months' supply of ready-to-cook quick-frozen venison.

The blocks were then packed with sawdust in a corner of our root cellar and were left undisturbed until May. The first ice block, looking like a million dollars, was brought out for a special treat one Sunday when the Reverend Henry Gordon of Cartwright was to have dinner with us. The ice had not melted at all and we could see the delicious cuts inside. When, however, we broke the cake open we were astonished to find that the meat was completely thawed and that each piece of meat rested in a pocket of water. Every bit of that meat—and all the rest in the root cellar—was sour and completely useless. The answer, of course, was that the ice in the cellar had quickly reached 32°F. without thawing. At that temperature the meat—the blood of which contained some salt in solution—was not frozen, and osmotic action then took place to extract some of the salt from the meat and so thaw the ice adjacent to each piece of meat. Then some of the cold-resistant microbiological life had

A carton of Birds Eye Frosted Foods is loaded at Winnipeg into the nose of the Company plane, BMI, for shipment to Hudson Bay.

started to flourish. Such was the fate of the first Birdseye frosted meat!

When we got back to the States, I began to ponder the problem of quick-freezing seriously. Instant exposure to fifty below zero temperatures had sealed in the fresh flavour of Labrador game and fish, and time had literally stood still. If that could happen in the frozen North, why couldn't similar conditions be produced by science? What was the secret of the perfect preservation of flavour and texture?

I determined to solve these secrets of the Aretic. And, beginning with a tiny laboratory and aided by a group of incredibly patient scientists, I began to experiment with quick-freezing processes. More than ten years of intensive study and many disappointments followed.

As a result of this pioneering, a new industry was finally born, based on a system of quick-freezing in which foods, cleaned and freed of waste, were frozen in sanitary, moisture-proof packages between refrigerated plates at 50° below zero temperatures.

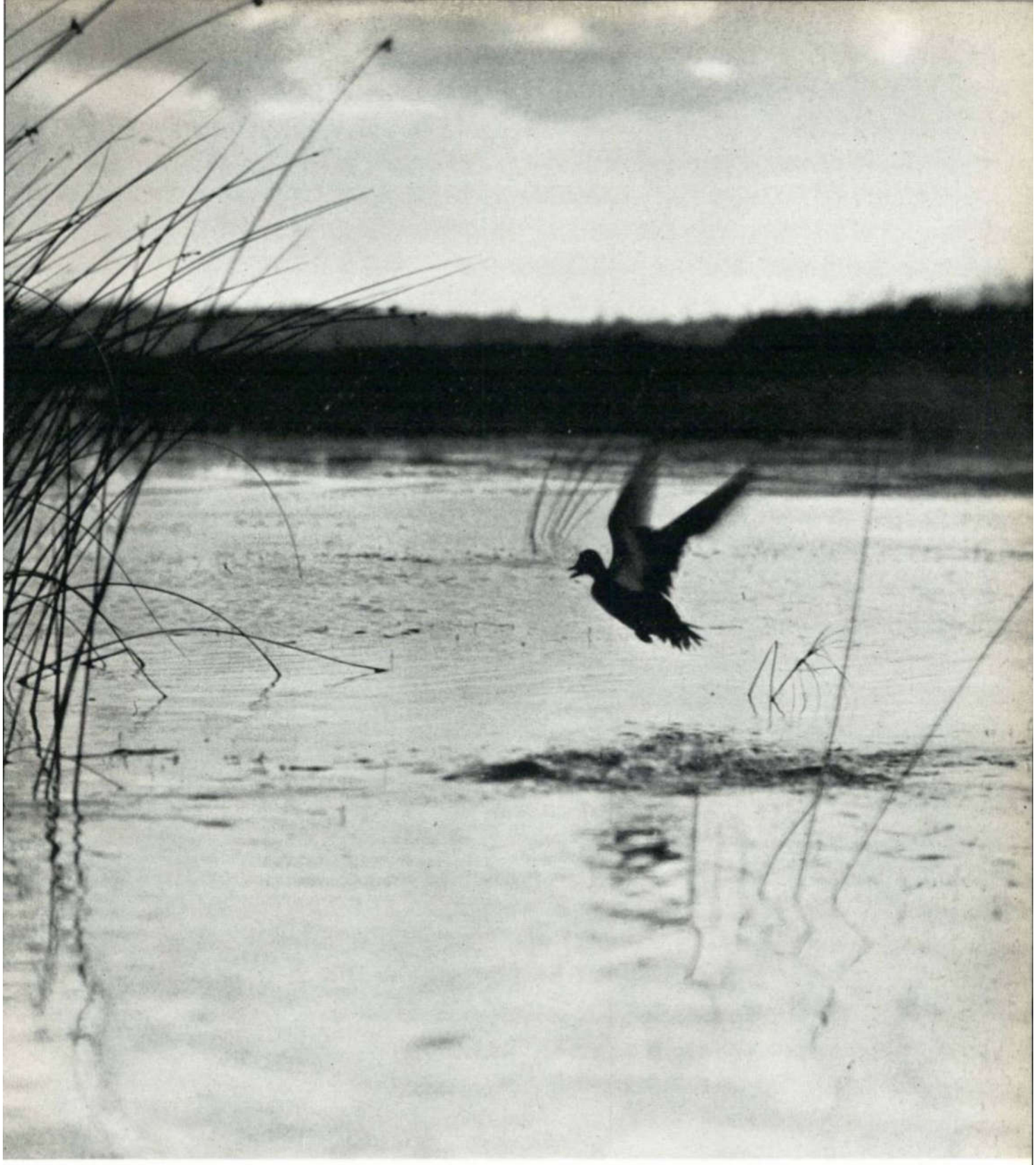
This was only the beginning, however. The public was not initiated and the refrigerating industry was not ready. Low temperature storage rooms in warehouses and special refrigerator cases for stores had to be developed. There was public prejudice against cold storage foods and a widespread belief that anything frozen was not as fresh and wholesome as it should be. Then, too, no matter how perfect the quick-freezing process, it could not improve the quality of the food which was to be quick-frozen. It was necessary to make scientific studies of types of seeds and every step of crop production had to be carefully supervised. Typical of the intensive research required was the testing of 105 varieties of garden peas before the perfect type for quick-freezing could be found. High speed machinery was required to harvest, grade and clean vegetables and fruits and quick-freeze them all within the space of a few hours.

After years of experiment and the investment of many millions of dollars, quick-freezing has become a major new industry. It has been called the most important development in the food industry since the invention of canning. Authorities on nutrition and public health report that Birds Eye foods compare favourably with the freshest foods available in any market in vitamin content and nutritional values.

And now, as a result of the idea that came to me while I wintered in Labrador, quick-freezing is making possible more efficient distribution of Dominion produced perishable foods. The Hudson's Bay Company, in making Canadian produced fruits, vegetables and sea foods available throughout the year by quick-freezing, is making a contribution to the Dominion war economy of 1941 by conserving foreign exchange and developing opportunities for export trade to England and other countries.

Special refrigerator display case in one of the stores of the Hudson's Bay Company, Canadian distributors of Birds Eye Frosted Foods.

King Eider turning her eggs

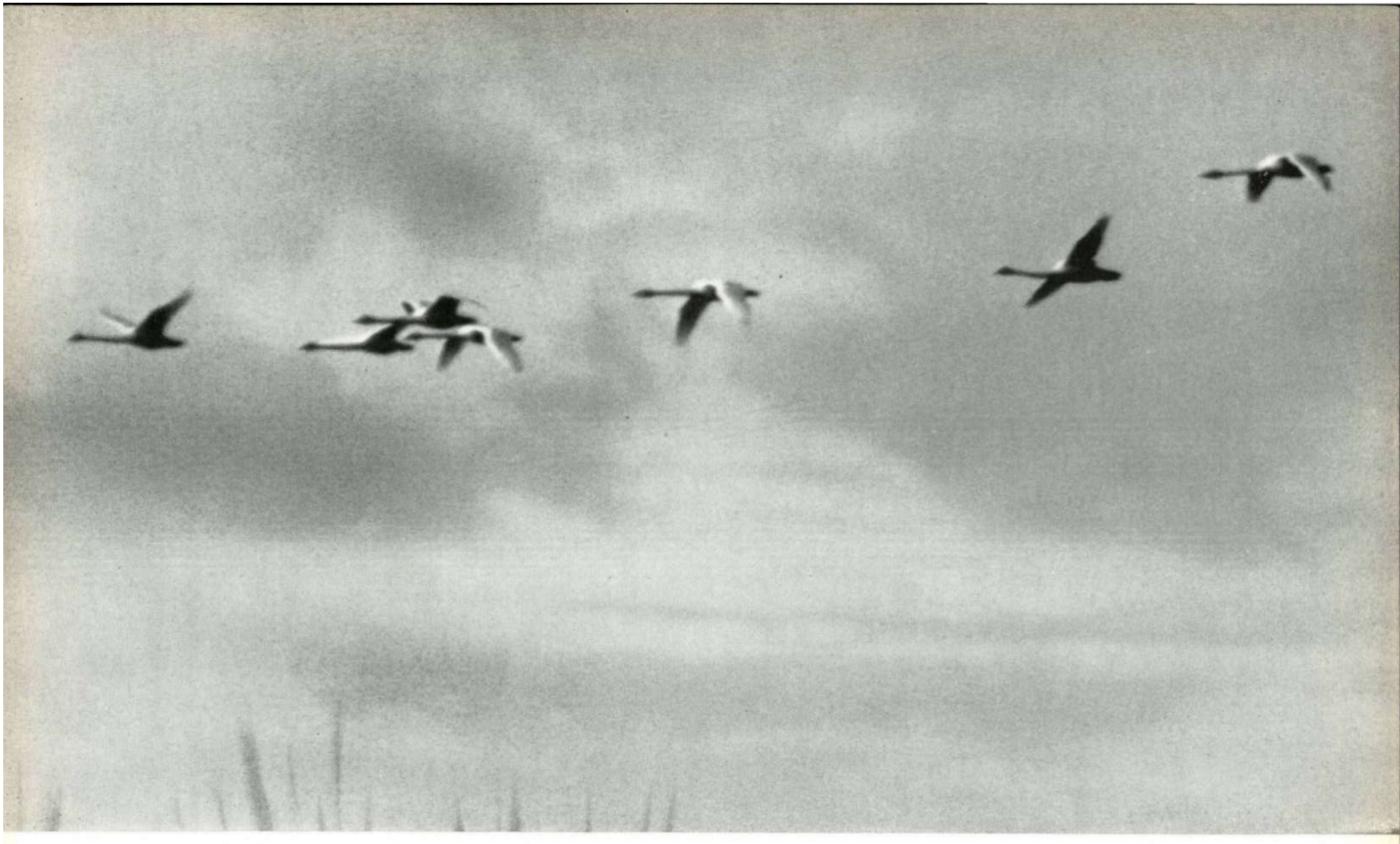


Mallard jumping

Six studies of

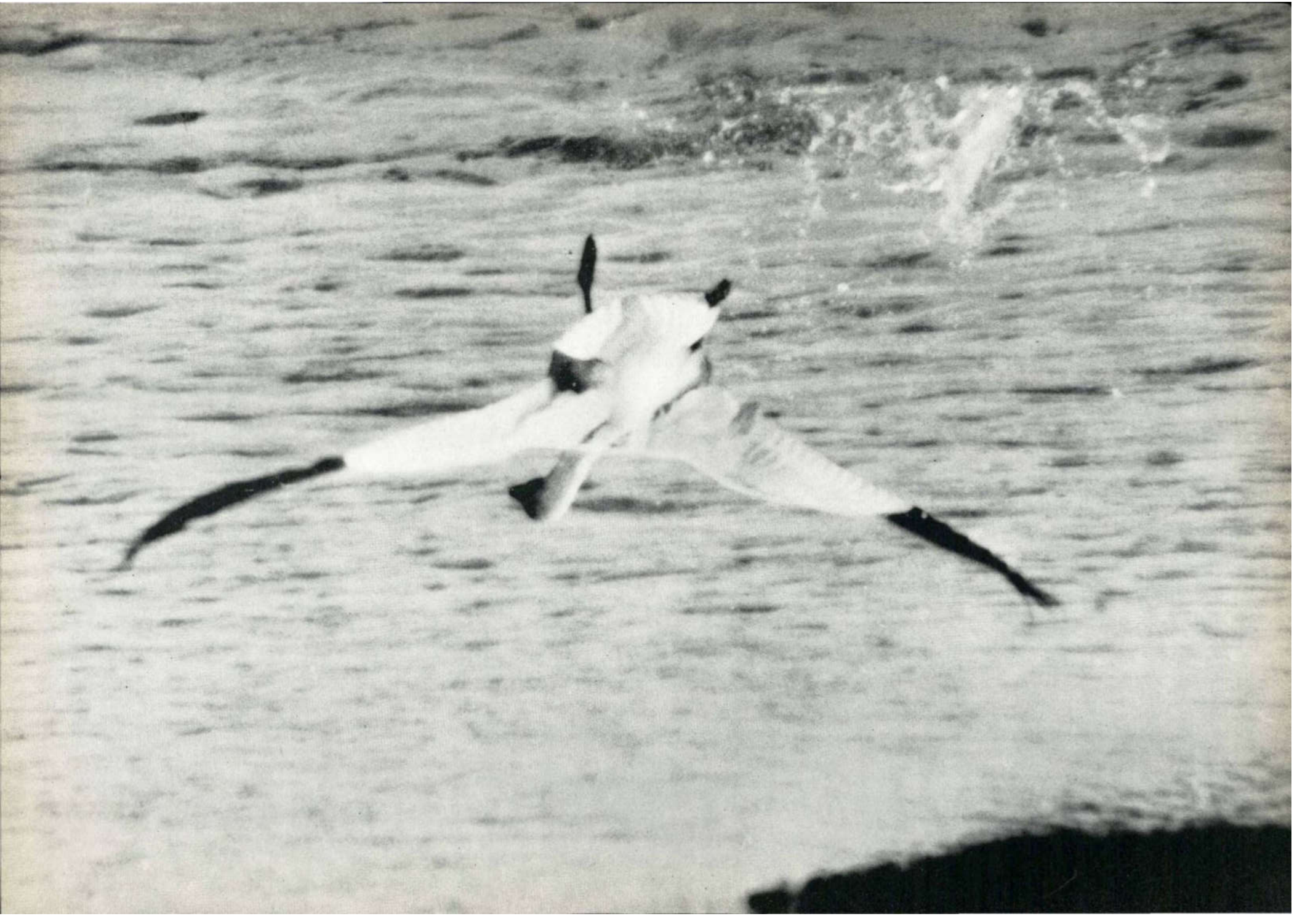
WATERFOWL

by Lorene Squire



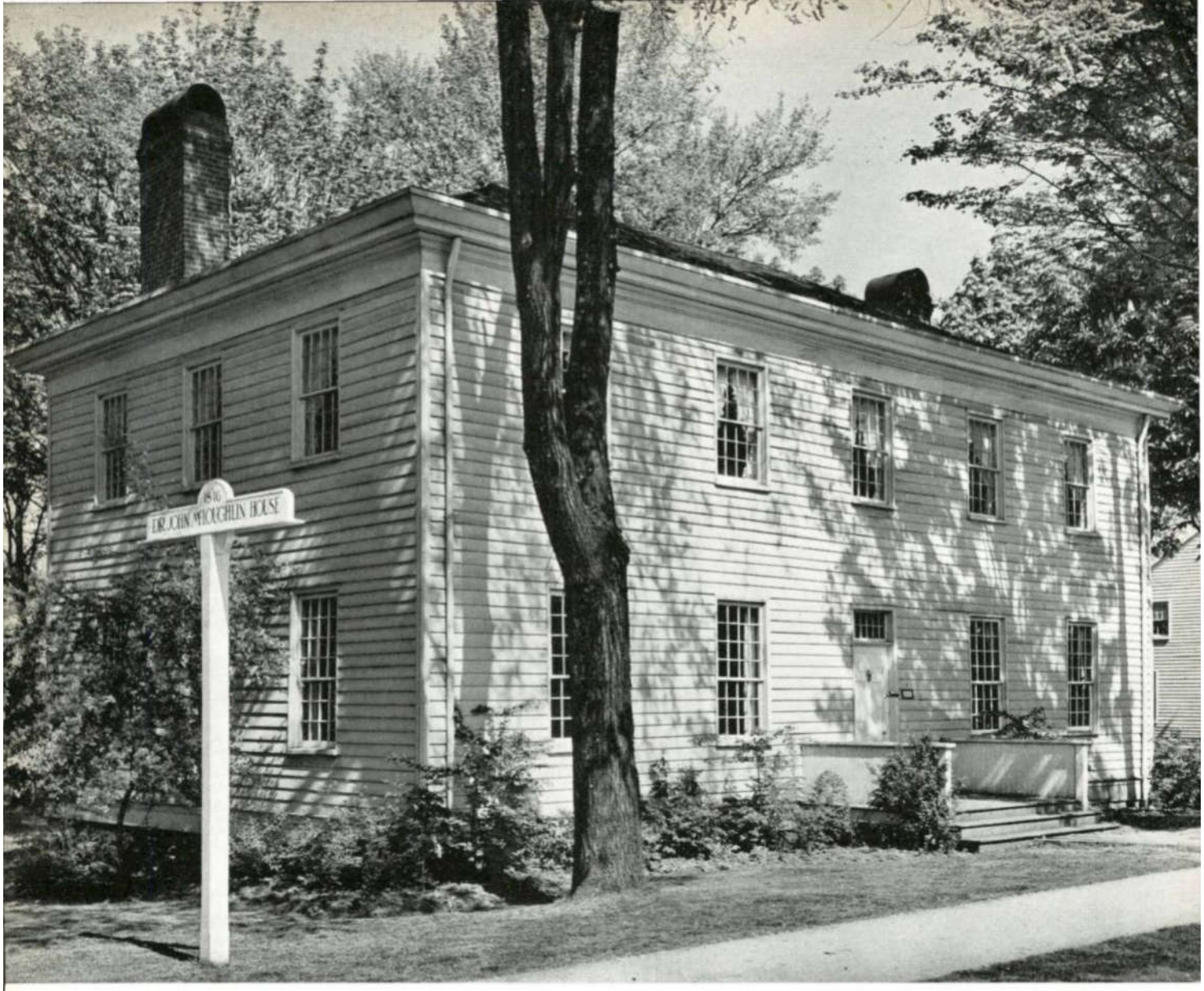
Above: Whistling Swans

Below: Snow Goose



Above: Marsh Pattern

Below: Dowitchers



Dr. McLOUGHLIN'S HOUSE

by Alice Greve, Portland **Photos by Boychuk**

THE old wooden house that "The Father of Oregon" built, and where he lived and died, still stands in Oregon City, and has recently been declared a National Historic Site. With its white clapboarded exterior, and its sunny rooms furnished with period pieces—many of them from Fort Vancouver—it charmingly recaptures the atmosphere of early days in Oregon, when the Hudson's Bay Company was a power in the land.

Chief Factor Dr. John McLoughlin, it will be remembered, severed his long and honourable connections with the Company in the fall of 1845, and decided to make his home in the little town of Oregon City. He had taken up land at the falls of the Willamette and, in 1846 when his house was finished, he went there to live.

The house was a lovely white colonial among the oaks, overlooking the falls. The lumber used in its construction was cut at nearby mills, but doors, sashes, and mantels had to be sent from the east around the Horn. The doctor took great care in the building of this house. His strenuous life work was over, and this was a simple joy.

Life in the beautiful home to which the McLoughlins came can easily be imagined. How luxurious it must have seemed after the austerity of Fort Vancouver! Their son David was living at home and their widowed daughter, Eloise Rae, with her two small children. Mrs. McLoughlin, although now elderly, was always the gracious hostess.

Dr. McLoughlin died in the house in September 1859, and his wife followed a few years later. After a time the property went from the family and despoilment started its deadly work.

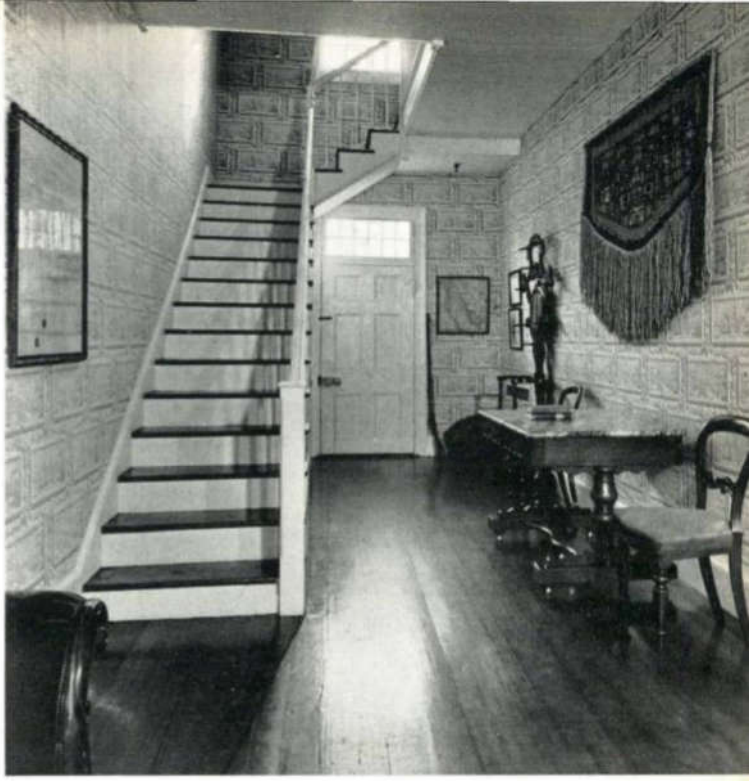
In 1909 there was a news item in the Oregon City paper saying that the property on which the house stood had been purchased by the Hawley Pulp and Paper Company, and that the old house would have

to be torn down. A meeting was held by those interested on May 8, 1909, and the minutes say six men attended. This first meeting organized the "McLoughlin Memorial Association," with E. G. Canfield as president and Edward E. Brodie as secretary. Plans were made for raising money, and at the meeting on May 23, it was reported that $700 had been pledged, including $48 cleared at the "Bachelor Girls" dance, and $45 sent by the "Catholic Sentinel."

The house had to be removed from the river front at once, so plans were made to haul it up the hill to a spot that had been part of Dr. McLoughlin's land claim. To get the big, two-story house up the narrow road to the ledge overlooking the city was indeed an undertaking. The kitchen was in such poor condition that it was decided to leave it. But an attempt was made to take the rest intact.

The day came for the big move. Men, teams and machinery sweated and groaned. At last the house swung free of the foundation and moved slowly off. Hundreds of people lined Main Street to watch.

The cavalcade had proceeded but a few blocks, when an injunction was served on the officers of the association to prevent the moving of the house through the town. The machinery creaked and groaned to a standstill as near the curb as possible, and waited the court's decision. It took three days and the association won. Once more the old house was on the move, across the railroad track and up the hill. Real trouble was encountered then, for the dirt road was narrow and steep. At one place the dirt began to slide, and for one terrible hour it was thought that house, machinery, and the road itself would fall back to the foot of the hill. Another injunction was served, but the situation was too perilous to remain in the *status quo*, so the house had to move on.



The entrance hall. On the right is a Chilkat blanket.

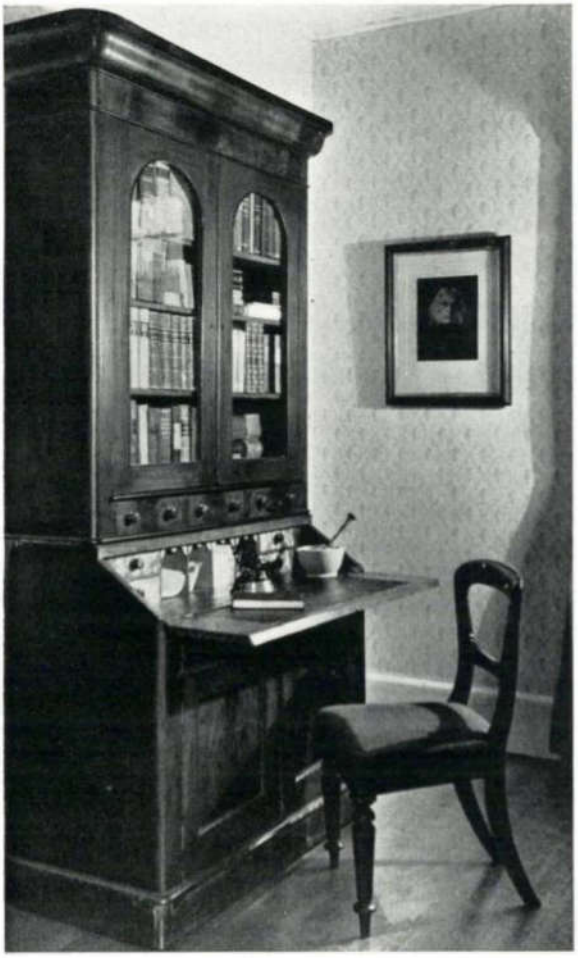
The upper level was at last reached, and the house was sitting crosswise of the street when the last injunction was served. This had to do with neighbours, whose view of distant hills was obstructed. An amicable settlement was reached by placing the house on another part of the site.

For over a year no minutes of the association were kept, but there was work being done. A caretaker had been hired, with the use of the upper floor as his wage. A small appropriation had been made by the state for up-keep. The house became the repository for a miscellaneous collection of early Oregoniana.

Many years went by, and it was not until 1933 that Mrs. John Y. Richardson, the State Regent for the Daughters of the American Revolution, began to get sponsors who pledged their support to furnish the house appropriately. A discriminating committee was chosen for the final decision on the bequests and purchases. Their plan was to use the original pieces that had been in the house or at Fort Vancouver, whenever possible. Most of this furniture had been lost, but the sponsors did not spare time or money when an authentic piece was located. When that could not be done, furniture of the period, and as near as possible to what the McLoughlins had in the house, was used.

The furnishing of the large living room was sponsored by the State chapter of the D.A.R. It has a flowered velvet carpet from France, over one hundred years old. This was purchased originally from the old A. T. Stewart store in New York and is similar to what Dr. McLoughlin had. The lovely "J. Pirsson" rosewood square piano came from the old Rose farm, where Dr. McLoughlin was often a guest. We can imagine the gatherings around it, for the singing of

A secretary from Fort Vancouver stands in the library.



This desk came from the H B C store in Oregon City.

Scottish ballads or old Irish airs. The square desk belonged to Dr. McLoughlin at Fort Vancouver, and the dirk and pistol upon it belonged to Sir George Simpson. In the room also is a small chest that Dr. McLoughlin gave to his great granddaughter, Margaret Wygant. On the wall is an interesting painting called "Columbia River on the Willameta" by H. Sanford, a member of an early Boston expedition.

There are two small bedrooms off the living room—too small, surely, for the great bed that legend tells us belonged to Dr. McLoughlin. It is thought almost certain that the partition was added at a later date. One of these bedrooms contains a washbowl with the Hudson's Bay coat-of-arms upon it. This was at Fort Vancouver. The other bedroom is most interesting because of the strong box that belonged to the doctor when he was at the Fort. In this room, too, is an old binnacle stand said to have come from a clipper ship. The small bed in the room was made by the men at the Fort. The candlesticks were in the house at Oregon City.

It was almost by accident that the beautiful mahogany dining table and chairs that had been used at Fort Vancouver came back to Oregon. After the British-American boundary was settled at the 49th parallel, Fort Vancouver was dismantled. Dr. William Fraser Tolmie bought many of the pieces of furniture from the Fort and took them with him to Fort Nisqually, where they remained until he resigned as chief factor, and moved them to his new home near Victoria. He had often dined with Dr. McLoughlin and remembered well the long, impressive table. After the death of Dr. Tolmie the family heirlooms were divided, the table and chairs going to his daughters. It was from them that Dr. Burt Brown Barker, vice-president of the University of Oregon, purchased the pieces for the McLoughlin House. In this room is a fine old wine cabinet, with the far-away odour of wine still about it. There is a rare pair of old whale-oil lamps from the Perceival estate, and a beautiful Irish Waterford flagon and two goblets once owned by Sir James Douglas. The fire-tongs belonged to the Hudson's Bay Company and the tailor's iron (now used as a door stop) was the first at Fort Vancouver. The dishes in the cabinet were the gift of Miss Lelia

Eloise Rae, the doctor's widowed daughter, probably used this bedroom.

At this table, Dr. McLoughlin entertained distinguished guests at Fort Vancouver.

McKay, daughter of Dr. William McKay and a great granddaughter of Mrs. McLoughlin. These had been gifts from the doctor and his wife.

There are two small rooms off the dining room. Dr. McLoughlin used one as his study, and it now contains the bookcase from the Columbia Library, the first library association in this part of the country. A number of the medical books belonged to Dr. Tolmie, and were among the first of their kind in the Pacific Northwest.

The four spacious bedrooms upstairs are quite completely furnished. In one room is a large round table of apple wood that originally came from a clipper ship, but was part of the furnishings of the house while the McLoughlins lived there. On it is a very old, large Bible. In one corner is a walnut what-not that was lent by "descendants of old voyageurs" of the Hudson's Bay Company. The andirons and a few pewter tankards are from the Company. The Toile-de-Jouy draperies are one hundred and eighty years old. There is a small rosewood chair that belonged to Governor Gaines and was given by him to Governor Geer, both of Oregon. Perhaps of greatest personal interest is a couch that belonged to Dr. McLoughlin and was often used by him for "forty winks." It was in the upstairs hall in the old days and there Father Blanchet was often found napping.

In the bedroom across the hall is a chest of drawers and a mirror that is lovely. There is the ever-present cradle and trundle bed. On the washstand, that had belonged to Dr. Forbes Barclay, hang linen towels from the Hudson's Bay store. An old Currier and Ives print, "American Homestead in Winter" hangs on the wall.

Another bedroom has a corner fireplace, as that was the only means of heating the house in its early days. This room has just received a fine gift from a great granddaughter of the family. It is a huge wardrobe of rosewood, in a fine state of preservation. It is lined with birds-eye maple, and is of the finest craftsmanship. There is a Sheraton washstand in this room of which Sheraton himself said, "It can stand in a genteel room without giving offense to the eye, the appearance being somewhat like a cabinet."

Across the hall is the room thought to be the one used by the McLoughlin's daughter, Eloise. Here is the huge four-poster bed that belonged to Merriwether Lewis' mother. A fine pair of old Bohemian lustres are on the mantel, and a musk-ox skin is on the floor. Skins were often used as rugs in the early days for they were always to be had.

In the upper hall is a cabinet containing the complete Highland uniform of the Fraser clan. It was worn by John Rae, the son of Eloise, when he returned from school in Scotland. There are many pretty little trinkets that belonged to Eloise, and several pictures of her children.

So the old house has at last come into its own and will be preserved for all time as a monument to this great and generous pioneer of the Pacific Northwest.

A Fur Trade Glossary

Compiled by the late
H. M. S. Cotter

IN connection with the Hudson's Bay Company Fur Trade and operations generally, odd names and expressions are in use about the posts that are not as a rule heard elsewhere. While many of these are common at every post, others again are peculiar to and heard in certain sections only. Some of the words are either corruptions or mis-pronunciations of the English, French or native languages; others had their origin in the Old Land.

The French-Canadian *engages* of the early years of the last century left characteristic expressions throughout the North. Many nautical terms too are heard far from the sea, introduced doubtless by sloopers and fishermen from the Orkney and Shetland Islands becoming fur traders. With the passing years and inevitable changes, many of these odd names are being gradually discontinued; nevertheless, they lent colour and interest to the operations of a now distant day.

Agrets—The travelling equipment of a York Boat; *i.e.*, cooking utensils, portage straps, tarpaulins, tents, tools, etc.

Babiche—Moose or caribou skins converted into "parchment" and then cut into threads for netting snowshoes, etc.

Ballycadders—Ice formed along shore in open tidal waters, but always fast to the land.

Bannock—The stand-by of the fur country. Flour, lard, baking powder, salt and water; readily made, easily cooked, with or without frying pan; does not freeze and is sustaining. Bannock, Scotsmen and furs—all first cousins.

Barricade—An open camping place formed of small trees and brush.

Beaver Cutter—A term of ridicule applied to one who fells a tree by cutting around it like a beaver.

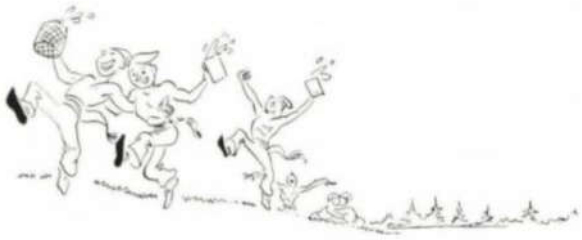
Beaver Pride—Another name for castorum and used extensively as a bait lure.

Beaver Skin Sled—Because a skin slides more readily on the snow than a toboggan, Indians in an emergency will use this form of conveyance when moving camp.

Beaver Tail—Unappetizing to look at when cooked, but withal a delicacy.

Bluemilion—Vermilion powder is expensive. It is mixed with fish oil and used by the Indians for decorating deerskin coats, snowshoes, choice skins, etc. Ordinary laundry blue in cubes is used in conjunction with the former, but when displayed for sale, the name was automatically changed.

"*Bo Jo, Bo Jo*"—An Indian greeting. (French, Bonjour, bonjour.)



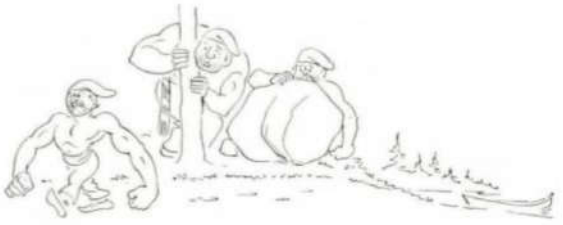
Bouse—In York Boat days the regale of rum afforded an occasion for conviviality.

Bowse—To heave, haul and lift.

Breakdown—There are hundreds of good dancers throughout the North—men and girls as nimble and neat in their moccasined feet as squirrels on a woodpile. In the "breakdown" there is more fun than one can shake a stick at, for it's "Hey, whoop her up and tamarack around; ladies change on the Hudson's Bay ground," and so on.

Brin—Hessians.

Brulé—Tracts of fire-swept bush country.



Bullyar—Supposed to be the best man in a boat's crew spoiling for a fight with one of another brigade.

Burgoo—Where it was possible to raise barley or oats, the grain was ground in small hand mills and the result was what was called "parritge" or "burgoo."

Cache—A timber hewn enclosure built high in the trees, or sometimes on the ground, for the protection from weather and animals of trapping equipment or trading goods.

Candled Ice—The form ice takes when disintegrating in the spring; naturally it is dangerous to approach.

Captain—A term applied to the chief man in a band of Indians in the early years.

Capôte—Known throughout the country as a most serviceable hooded garment at all seasons; it is light, warm and the cloth of excellent quality.

Carcajou or Indian Devil—The mischievous and cunning wolverine. In the old days when hand-made steel traps were used, in which the jaw posts were held in place by nuts instead of being riveted as they are now, it is related how a carcajou caught in three traps was so knowing that, using his teeth as a monkey wrench, he screwed the nuts off, pulled out the springs and escaped!

Cartouche Knife—An all-purpose knife popular with Indians.

Casette—Hudson's Bay Company commissioned officers travelling in bark canoes carried trunks for personal effects, specially made to combine lightness and strength with the proper shape.

Cast Steel Soap—Great faith in the Company's importations of iron and steelware was always manifest. As a boy I can remember the advent of Castile soap and the psychological effect the mispronunciation of the name had on the Indians and others. The soap was in great demand.

Cast Up—To arrive at a post.

Cat's Paw—Two turns in a rope for hooking on a tackle.

Cheese Wood—Decaying wood the colour of cheese.

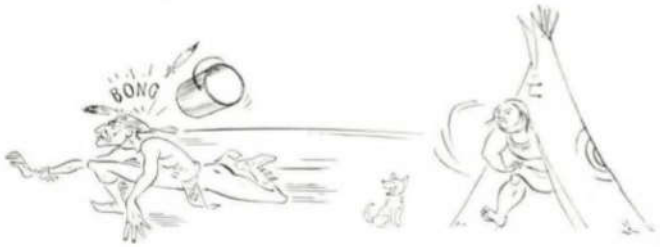
Chinse—To caulk a shack with moss or grass.

Chipmunk—A good-for-nothing hunter, but useful around the woodpile.

Chiselling Beaver—A method of impounding beaver under the ice and spearing them alive.

Chummock—Indian boys at most places will repeat this word every time a stone is thrown into tranquil water. Peculiarly enough, a stone does make a sound resembling the spoken word.

Coot-Sac—A bay or cove that has no outlet. (French, cul de sac.)



Copper "Kittle"—The fame of the H B copper kettle is known throughout the fur country; it stands up to all kinds of rough usage.

Counting House—The offices of the large depots on the Bay were known as such.

Creepers—Bands of iron fitted with caulks or sharp spikes tied to and shaped to fit the feet. Indispensable when travelling over slanting, slippery ice.

Crocus—Another name for Hessians.

Crooked Knife—Peculiar to Indians only. His every wood requirement is made with this knife. They are often made of old files or trap springs.

Dan—An inflated sealskin used as a buoy or oil carrier.

Deadeye—In common use on the Company's sailing craft for setting up the standing rigging.

Deadfall—Steel traps in quantities only came into general use in the eighties of the last century. Previously the Indians depended almost entirely on snares and wooden deadfalls.

Deadman—An anchor or timber held in the ground, to which purchase blocks are bent for taking heavy craft from the water.

Dicky—A hooded garment. Corruption of the Eskimo word *attike* (a covering). The "parka" is the same dress.

Dog Shoes—Snow and ice alternatively freezing and thawing in the spring play havoc with dogs' feet. They are protected with a bag-like shoe of skin or canvas, and to tie on forty at three a.m., with the dogs howling and yelping to be off, is no easy job.

Dog Skinner—A superman in dog driving and dog lore in Manitoba.

Dottle Box—An ash tray.

Dowsey and Douxey—Unsound and decaying wood in a boat.

Droke—A bluff or grove of woods.

Drowned Fish—It does not seem possible that fish may drown, but the expression relates to fish that die in nets before being taken out. The term is peculiar to fresh water.

Dubb—To pare or shave down with an adze.

Dunch—Said of bread when it fails to rise and is heavy.

Dubshot—In pitsawing the end of the log not sawn through.

Engagés—Men (mostly French-Canadians) engaged in the East for work in the West.

Etoffe—A strong woollen material, and favoured on account of its lasting qualities in the bush. (French.)

Express—Special dog trains or canoes carrying official despatches and in charge of picked men.

Fathom—Six feet, a common unit of measurement in some sections. Lines, nets, ropes, canoe bark, canoes, tobacco, and the depth of water—all measured by the fathom.

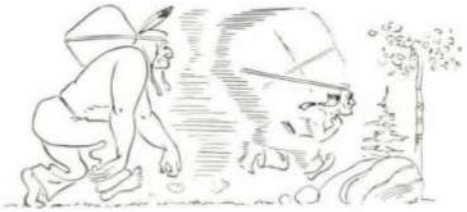
First Goose—At the Bay posts where the geese usually came in thousands, it was an old custom to reward the hunters who brought in the first goose in the spring with a payment of five shillings or one fathom of tobacco.

Feast—Banquets, dinners, luncheons and teas are without meaning in the fur country, but things do happen when the word "feast" is announced. Like Whiskey Jacks from nowhere, the guests come running.

Fire Bag—Every old-time Indian carried on his belt a bag elaborate or plain, containing tobacco, pipe, knife, flint and steel and touch wood.

Flint and Steel—Before the introduction of matches, thousands of flints were imported. Many steel strikers were forged by the Company's blacksmiths.

Flags—The common bulrush dried and used for stopping leaks in casks.



Forcing—A tripper is said to be "forcing" when he unduly exerts himself in overtaking a rival or doing other strenuous work on the trail.

Fox—The sailors at Moose and York Factories had plenty to do in the winter months making and repairing suits of sails, hatch covers, tarpaulins, canvas buckets, mats, etc. Fox is rope yarn twisted together and used in mat making.

Free—Quite a common expression at one time and relates to engaged servants whose contracts expired and who chose to remain in the country.

Free Trader—Originally the term applied to those who had been in the Service, but who became "freemen" and indulged in trade. Today it applies to anyone in opposition to the Company.

Frost Dried—Newly netted snowshoes, babiche, otter skins, etc., were hung in the cold frosty air in order to whiten and improve their appearance.

Fur Press—Various sorts were used—the jack screw press, the lever and tackle, the windlass press, the wedge press, and the ordinary weight method. The wedge press was in common use at inland posts, and neat eighty pound packs could be made with it.

Garnishing—Refers to the frills and furbelows on a pair of snowshoes.

Gaffer—The foreman or second in charge of all work.

Galette—Similar to bannock. Stove cakes is another name for these hurry-up trail creations.

Galleys or Gillies—Long, narrow snowshoes.

Gentlemen—The commissioned officers and clerical staff. The term spelled dignity as well as exclusiveness.

Guard Room—Bachelors' quarters.

Hat Caps—The large percussion cap with a rim or brim for the old North-West gun.

Hoch Aye—In former years there were many in the Service who "talked the two talks." Others again with pipes in their gills at "smoking time," "hoched" and "ayed" to their hearts' content.

Holidays—A poor job in paint work where patches are left.

Horn, The—Because of the interchange of commanders and sailors to the Bay ports and the West Coast, Cape "Stiff" never lagged in interest in the old Guard Room at Moose Factory; and so Cape Horn, the birch-bark "moose horn," the "horn" of rum, the powder horn, and the famous forebuck horn cutlery, have all played their part in the annals of the fur trade.

Hudson's Bay Harness—A sarcastic allusion to the portage strap.

Hudson's Bay Hymn Book (revised version)—The Indian ledger.

Indian Awl—A square two-ended awl for bark, leather or wood.

Jack-in-the-Basket—A beacon. The Moose River was well buoyed, and the many shoals were marked with high poles surmounted with long wicker baskets, or broom heads of willows.

Killock—An efficient stone and wood anchor for mooring nets.

Kinikinik—The bark of the red willow, dried and smoked in a pipe, by itself or mixed with tobacco.

'Lève, 'Lève—The order from the guide arousing voyageurs from sleep.

Living Gale—An expressive term denoting a storm at sea of great violence.

Lobstick—On regular routes tall trees on prominent headlands or points have the branches a few feet below the actual top cut or lopped off; hence, lopped-stick. These are used as land marks or objective camping places. Legends also attach to them.

Longers—Long timber in the rough for building wharfs, fishing stages, etc.

Lun—Protected from the wind.

Main Line—The large Manilla rope by which York Boats were taken upstream. A tracking line.

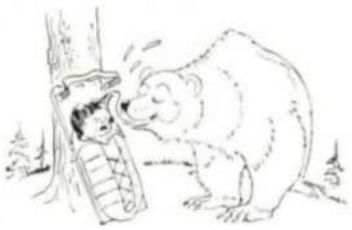
Mal de Raquette—In snowshoeing, a painful contraction of the muscles of the instep and leg; as a result walking is slowed down or entirely stopped.

Mark at it—An expression in everyday use at some posts, meaning to take notice of a person or object.

Master Strand—The large transverse strands in a snowshoe that carry the weight of the body.

Mitshim—This word, meaning food, is at some places used in an English sense.

Moose Nose or Muffle—To the uninitiated the great proboscis of the lordly moose appearing as an article of food is terrifying to say the least, but . . . "There's a reason!"



Moss Bag—From the moss bag to the grave have passed thousands of Hudson's Bay Indian hunters. No better device for caring for the native infant in the Canadian wilds was ever conceived.

Mosquito Bar—"I'm doing this," or "Have one on the house," has nothing to do with this bar; it is a canopy of netting indispensable in the mosquito season.

Mountain Cat—The lynx is known as such in some parts.

Munyasse—A greenhorn, and generally a term of contempt.

Mush! Mush!—A corruption of the French, *Marche, Marche!* This command is common throughout the West, urging dogs to move and haul.

Nansary—The common yellowleg. Audubon, the naturalist, calls this bird "Auntsary."

Neaps—Strips of duffle wound around the feet next to the skin, which snowshoers prefer to woollen socks, as the skin is not chafed and the strips are more easily dried before the camp fire. Turnips are known by the same name.

Nor'Wester—In later years referred to the single barrel, full stocked percussion gun which replaced the flint-lock.

Ookimo or *Ochima*—The master, the boss or the skipper, but never the post manager, which is what it actually means.

Oonok or *Nowluk*—The Company's staff who follow the sport of seal hunting in the spring are all familiar with this spearhead and its shaft.

Parla—A tarpaulin.

Patch Fox—The Cross Fox is known as such.

Peel—Three-year-old Labrador salmon.

Peerie—Applied to one of diminutive stature; i.e., Peerie Jack (pronounced "Peelie" by the natives).

Piece—A regulation package for canoes and boats which weighed only ninety pounds. At some posts, too, it referred to the number of skins a hunter brought in.

Pitching Off—To leave a post on a journey.

Pitsawyer—In earlier years, an important and indispensable craftsman. To him was due the production of every inch of sawn lumber for the building of the posts and water craft. These men became very efficient and quick, for they had to turn out a specified number of feet every day. The Indian saw filer was an expert.

Plantation—The first establishments were referred to as such. History does not record if there were any piccaninnies on deck.

Planters—The customers attached to the Labrador posts.

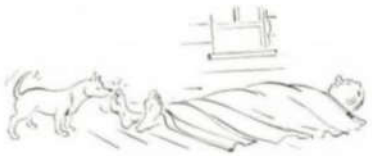
Popple—Why the humble poplar tree should be so distorted in name is not known.

Ponask—Game or fish cooked on a stick or skewer before the open camp fire.

Pounded Meat—The meat of big game dried and reduced to a coarse powder, and mixed with marrow fat or grease. It is both satisfying and sustaining.

Pricket—A two-year-old buck caribou.

Pryor Pole—A long pole attached to a seal net and floating in an upright position marking the site of the net in deep water.



Puppy's Parlor—To camp in one is to sleep on the floor of a shack in one's clothes.

Putting the bonnie side towards London—The old-time Hudson's Bay carpenter always left a handful of clean shavings in any job completed, but if the work were not quite up to the mark, he saw to it that the best side was uppermost.

Quor—Water oozing from the ground through snow and freezing on the surface.

Rabisca Brigade—The Athabasca fleet of York Boats.

Rackets—Snowshoes (French, *raquette*).

Raising the Dead—This means to put "beef" into the job of breaking out an anchor held fast in a rocky or muddy "grave."

Regale—Extra rations issued at Christmas and New Year, including in former years a noggin of rum.

Rimey—In mild weather particularly, snow sticking to the bottom of flat sleds, causing extra hard work and delay.

Robidoo—A mysterious individual lurking in the woods and frightening the Indians.

Rogan—A birch-bark container.

Rotten Wood—For putting the finishing touches and colour to tanned moose and caribou skins, bright, dry decayed wood is indispensable.

Royal—To become intoxicated.

Round Robin—Where many workmen were employed, disputes sometimes arose. A protest would be sent to the officer in charge, with the signatures arranged in a circle, making it impossible to detect the first signer.

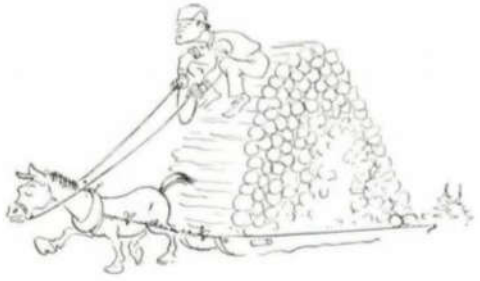
Rubbabou—A thick soup-like mess of flour and water with scraps of meat.

Rubbing Place—An otter slide.

Salt Goose—For many years a staple article of diet, the daily meat ration being one goose per man. Some years the numbers preserved were phenomenal.

Serons—The package in which certain kinds of tobacco were packed. Black twist "nigger head" came in rope-like form and was sold by the fathom.

Shaganappie—Babiche and similar rawhide lines.



Shaganappie Pony—A small undersize horse, generally with the harness the last word in knots, hitches and splices; but his looks belied the stamina that was in him.

Shallop—Small coastal and river boats in use in the early years of the last century.

Slack Water—When the water is about stationary at the turn of the tide.

Slack the Timbers—It was necessary in the big birch-bark canoes to slacken the timbers before the cold weather came; otherwise the tendency was for the bark to crack and ruin the canoe. As the timbers or ribs are held in place simply by pressure, it was easy to move them sideways with a mallet and driver.

Slob Ice—Small ice and snow in tidal waters, in which it is extremely hazardous to be caught.

Spruce Beer—The regular drink at mess tables.

Snowshoe Needle—A bone or metal needle four inches in length, sharp at both ends and with a hole in the centre. An expert Indian woman will work this like a shuttle and turn out beautiful netting in a pair of snowshoes.

Slock—To put out a light or a fire.

Smudge—An acrid smoke from green grass or turf for keeping mosquitoes away from a certain area.

Stirabout—A similar "mess" to rubbabou; it is full of vitamins . . .

Stranger—An air of mystery surrounds anyone travelling towards a Hudson's Bay post. He is the "cynosure of all eyes" and speculation runs high over the identity of the traveller. Every Indian connected with a particular place is known at a long distance by his walk, the way he swings his arms, the model of his canoe, or the way he paddles it. If none of his characteristics can be read in the unknown person approaching, the word goes around that a "stranger" is in the vicinity and extreme interest is taken in the event.

Stagey—An unprime skin.

Stog—See *chinse*.

Stopwater—A plug inserted in the seam joining the stem post to the keel in a boat.

Sturgeon Head—A scow peculiar to the Peace River.

Sturgeon Sound—Isinglass.

Tailing a Trap—To set a trap.

Tilt—A hunter's cabin.

Touchwood—An excrescence from the birch tree which, when dried, lights readily with flint and steel.

Tracking Line—Boats and canoes ascending rivers are equipped with a line for pulling them through swift water and rapids.

Traverse—In rafting wood, pieces of timber lashed across the ends of the raft.

Trunnels—Tree nails of wood for fastening logs in a wharf, etc.

Tukwak—A hunter's provisions for a short journey.

Tumble Home—A term in boat building.

Tumpline—The well known portage strap.

Tirn—A length of firewood not beyond the strength of one man to carry.

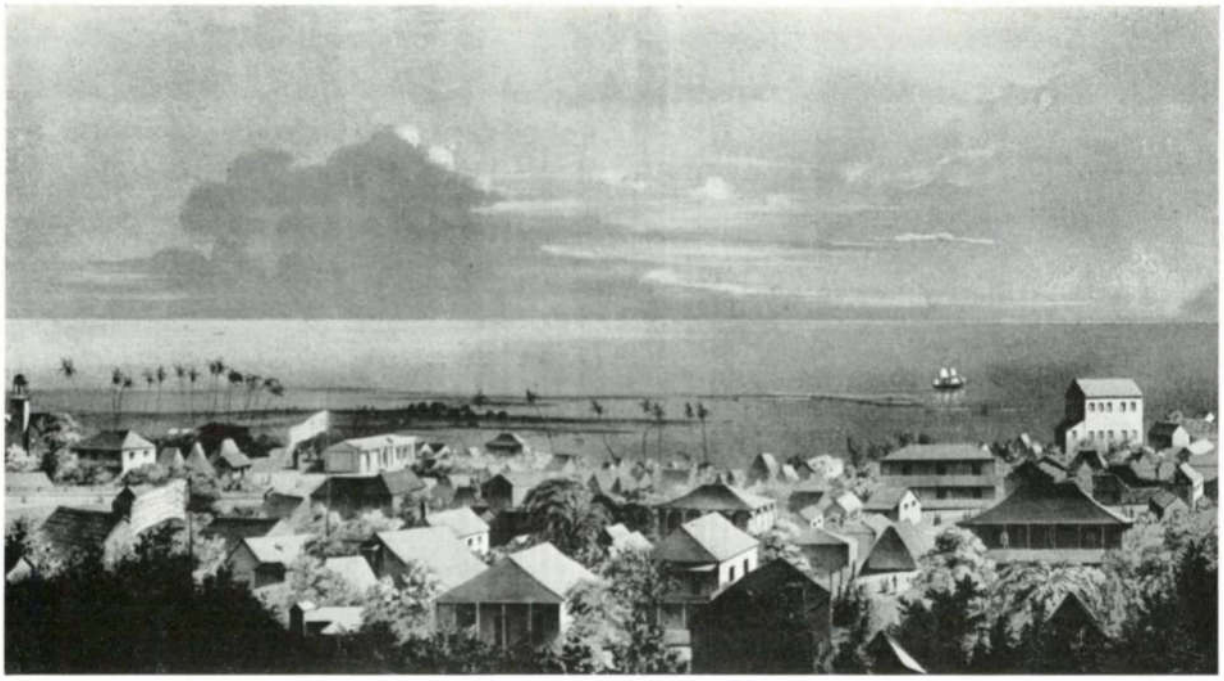
Wack—A portion or ration.

Water Snow—This is found beneath the surface and generally in granular form. It runs more readily to water when boiling the kettle.

Weetigoo—A wandering spirit or Robidoo.

Wha! Wha!—An expression of surprise or pleasure.

Young Ice—New ice which, when broken, has hard glass-like edges and cuts craft readily.



View of Honolulu, from a lithograph of 1854.

BEAVER IN HAWAII

by William P. St. Clair, Jr.

IT was over a hundred years ago that the Sandwich Island agency of the Hudson's Bay Company was established in Honolulu. George Pelly, a close relative of Governor Sir John Pelly, came from London in 1834, and after carefully looking over the islands in the interests of the Company, decided that an office should do well there. Previous to Pelly's arrival from England the interests of the firm had been handled by Richard Charlton, the British consul at that time.

After the establishment of the agency a shipload of goods was brought in annually from England for sale in the islands. The Company vessels would often stop at Fort Vancouver on the Columbia River, on the way out from England, and pick up lumber from Dr. McLoughlin's pioneer sawmill and barrels of salt salmon. This salt salmon soon became popular with the Hawaiians. They would slice it up into small bits, and with the addition of tomatoes, green onions, water and ice would serve up a tasty dish called *lomi lomi* salmon. On the outgoing voyage from the islands the vessels carried Hawaiian salt, molasses, sugar and coffee.

In 1836, the *Sandwich Island Gazette*, first English language newspaper published in the islands, made its appearance. The issue of August 5, 1837, carried an advertisement for the Hudson's Bay Company agency, reproduced herewith, announcing that the brig *Lama* had arrived from the Columbia, bringing 30,000 feet of inch boards, seventy 18-foot beams 12x4 inches, and 500 rafters. This advertisement was changed March 31, 1838, to note further lumber supplies, as well as salmon, butter, flour, etc., by the Company's barque *Nereide*, followed by one in December of like supplies by the *Columbia*, and again in February, 1839, by the *Nereide*.

Whenever such shipments arrived in the islands, the Hawaiians made light work of removing the cargoes from the vessels to the warehouses of the Company. Pelly became impressed with the physical power of these natives. He knew, moreover, that back in 1829 six fearless Hawaiians had helped to save Fort Umpqua during an attack by the Indians. And in 1840 we find him making arrangements with Governor Kekuanaoa of Oahu to permit the Company to take sixty Sandwich Islanders to the Columbia River post for a period of three years. At the end of this time the Hawaiians were to be returned. The penalty for non-return would be $20.00 each, except in the case of death.

The Company ships plying to Honolulu sometimes carried notable passengers too. Rev. Herbert Beaver arrived there in 1836 from London on his way to Fort Vancouver. Alexander Simpson, brother of Thomas, came in 1841. His famous cousin, Sir George, arrived

Advertisement in the "Sandwich Island Gazette" for August 5, 1837.

LUMBER.

JUST RECEIVED. Per. H. H. B. C. Brig Lama, from Columbia River, a cargo of assorted lumber, consisting of

30,000 ft. 1 Inch boards—assd, lengths.
70 Beams 18 ft. l. 12 in. w. 4 in. t.
500 Rafters 12 a 18 ft l. 3 dy 4 in.

The above for sale, at wholesale and retail, in quantities to suit purchasers. Please apply to

GEORGE PELLY,
Agt. H. H. B. C.

Aug 5. 6 t

the following year on his journey round the world, bringing with him on the *Cowlitz* Dr. McLoughlin, John Rowand of Fort Edmonton, and his own secretary, Edward Hopkins. These three returned to the Columbia on the *Vancouver*, while Simpson on the *Cowlitz* headed for Sitka, accompanied by Charlton and Pelly. As they left the harbour they were saluted by the guns of the Fort.

By that time, George T. Allan, whom Simpson in his book refers to as "an officer in our regular service," had joined Pelly in Honolulu. Under this partnership the Hudson's Bay Company in Hawaii waxed and grew mightily, becoming a financial and commercial power in the islands.

For one thing the Company always maintained a one-price store. The rate was the same whether one bought singly or in dozen lots. The good quality of the merchandise was a known fact. Most important, perhaps, was the liberal credit plan of the Company. Selling on the "easy pay plan" had already proven of some merit even then, and was one of the factors which helped to make the Company's store one of the leading mercantile houses in Hawaii.

The agency was also financially sound, as good-sized loans were at various intervals made to envoys of the Hawaiian government in England and on the continent when they were in need. These little courtesies on the part of the Company helped to strengthen and added to the good will of the Hudson's Bay Company in Hawaii.

Following the formation of a constitutional form of government in Hawaii, the first tariff act was approved May 11, 1842, and took effect the following year on January 1. The first vessel to make customs entry and to pay the *ad valorem* duty at three percent was the Hudson's Bay barque *Vancouver* from the Columbia River, January 6, 1843.

The vessel's cargo consisted of 695 barrels of Columbia River salmon valued at $4,170, a tidy sum in those days, and 160 twelve-foot four-inch planks valued at $307.20. On this amount $134.32 in duty was collected.

Through the Company's friendly dealings, and the words of praise from Company officials for the people of the Hawaiian kingdom, Great Britain took a fatherly interest in the people of Hawaii. Even in those times, England played the role of protector and not that of the aggressor or dictator.

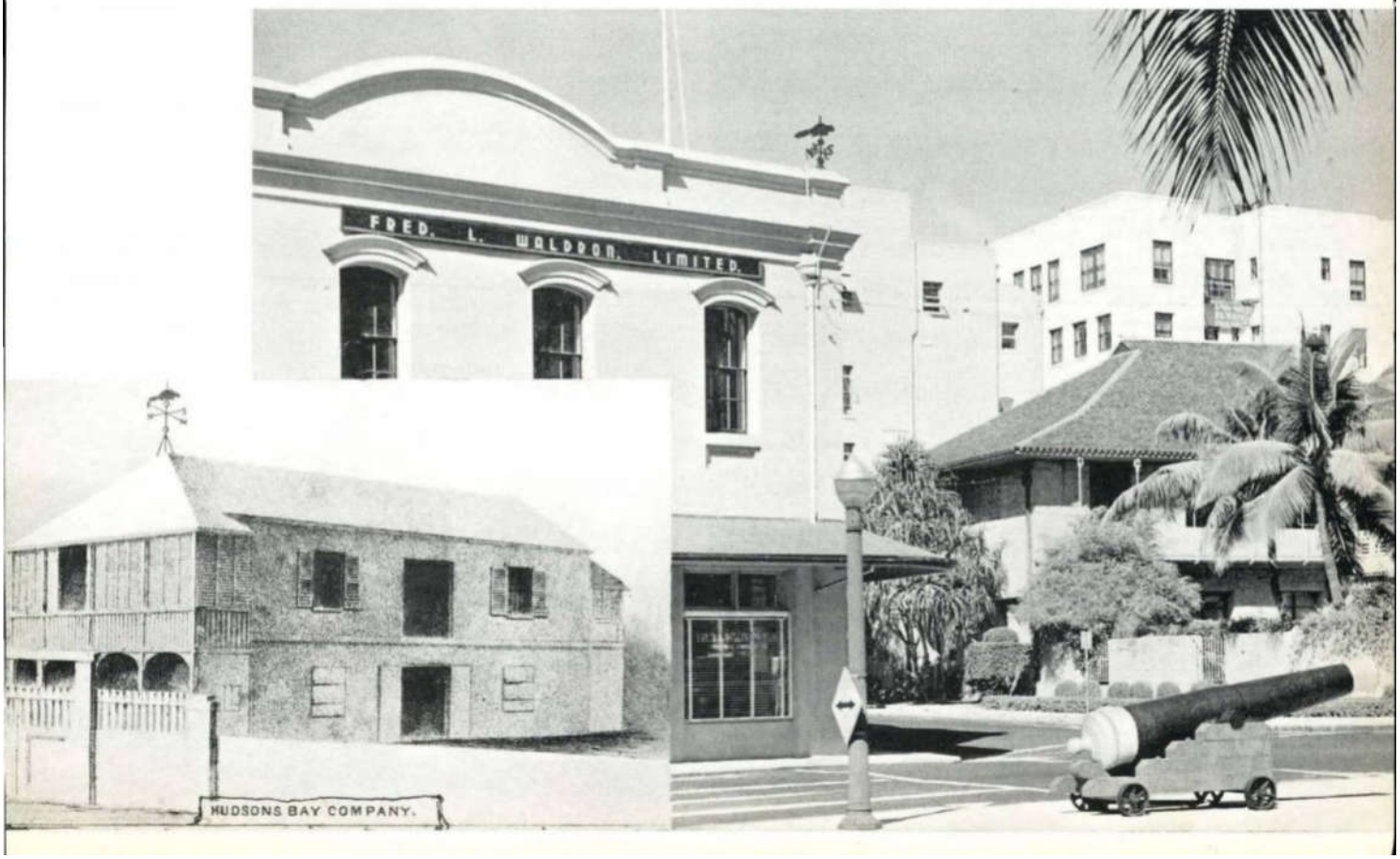
When in 1843 it became known that the French had designs on the Hawaiian Islands after they had taken over Tahiti and made a colony of it, Lord George Paulet, commanding Her Majesty's frigate *Carysfort*, was dispatched from the coast of Mexico to the Hawaiian Islands to see that no outside nation should interfere and try to subdue the peace loving natives. At that time, the Hawaiian people did not know that this was England's motive for keeping her warship in Hawaiian waters for five months until danger from invasion by the French had passed.

This laudable act of Great Britain was brought to light through the efforts of the Hawaiian Historical Commission in 1925. When this commission was given access to the British Archives, diligent research was made of this act of the British, and the above motive of protection for the Hawaiian people was confirmed.

The same commission, however, was forbidden to do any research in the French Archives.

The Company's first store at the corner of King and Nuuanu Streets was a bit up-town in those days. In 1846, preparations were made for moving it nearer the waterfront—a logical choice for a company in the importing business. By the end of the year they had moved into a two-story building at the corner of Fort and Queen Streets. Here business was carried on as

The beaver weathervane still turns at the corner of Fort and Queen streets, as it did when the H B C store stood there in 1854.



briskly as ever. This last location remained the Company's place of business for the years which followed.

Pelly, the original agent for the Company in Hawaii, even though he became a landowner with a residence in town and a country home in cool Nuuanu Valley, never forgot his dear old England. Perhaps, feeling that he had established the Company in Hawaii and that his work was over, he sailed for his homeland after disposing of his property.

Other representatives who came and took charge of the Company's affairs were: Dugald MacTavish, David McLoughlin, Robert Clouston, and James Bissett.

James Bissett arrived in Hawaii, January 28, 1859. The former agent, Robert Clouston, had left Honolulu by barque *Fanny Major* in August, 1858, for San Francisco, for a rest and change. After a brief illness of just four days' duration on the homeward voyage, he died, and was buried at sea.

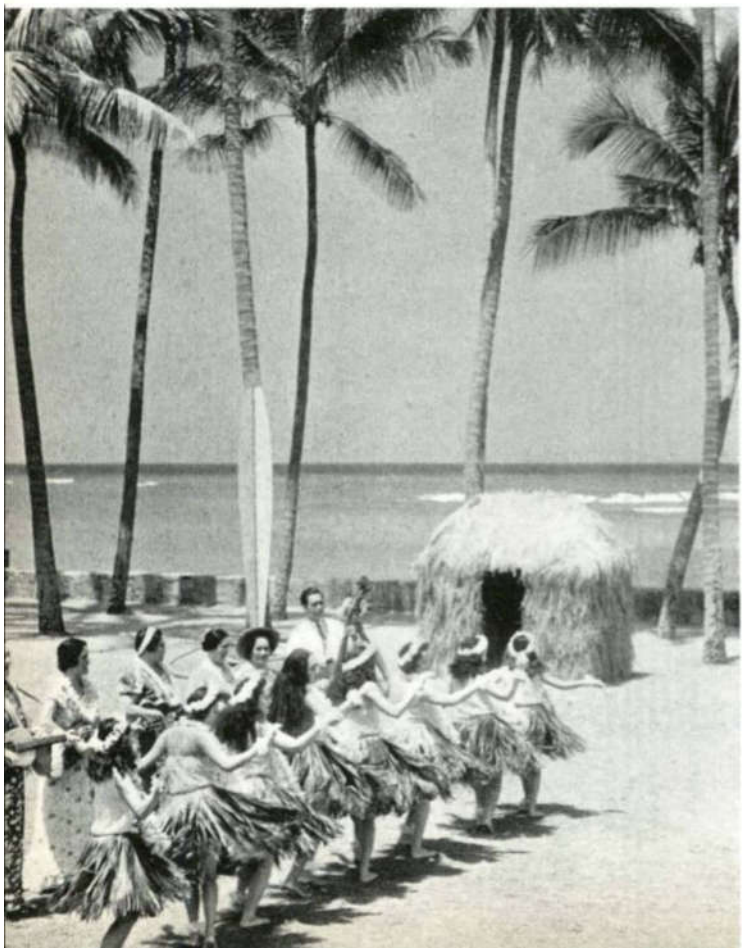
There was a lapse of four months before Bissett arrived to take charge of the Company's affairs in the islands. Under his guidance the Company continued to carry on its business as in the past, but on November 26, 1859, the people of Honolulu were amazed to read a notice in the *Polynesian*, announcing the Hudson's Bay Company's withdrawal from the Hawaiian Islands. James Bissett's name as agent appeared at the bottom of the notice.

All the holdings of the Company were advertised at reduced prices for quick sale, but even then it took some months finally to wind up its affairs.

Mr. Bissett, his wife and child, left the Hawaiian Islands for Victoria on the barquentine *Jenny Ford*, August 25, 1860.

The reason for the Company's withdrawal from the Hawaiian Islands may be better explained by quoting

The hula is danced today just as it was a century ago.



The wooden beaver in the Merchant's Grill.

the *Polynesian*, which paid the Company the following tribute:

"As a mercantile house, in all that constitutes the credit and glory of a merchant, the Hudson's Bay Company's agency in Honolulu stood in the foremost rank. It was for years a sort of commercial moderator, a mercantile balance wheel when fluctuations seized on others. Their withdrawal from Honolulu was understood to be owing to the fact that the discovery of gold mines on Fraser River and consequent settlement gave new employment for the capital of the Company near home."

The Hudson's Bay Company may have left the islands in 1859, but the memory of the Company did not pass like a ripple on the water or a breeze in the air. Today, in 1941, on top of Fred. L. Waldron's building at the corner of Fort and Queen Streets, the site of the last Hudson's Bay Company's store in Honolulu, a weathervane turns listlessly in the tropical winds. And the silhouette it presents against the sky is that of a beaver. On warm days, when the wind is from the south, people riding or walking along Honolulu's busy waterfront look up at the beaver and study it, as George Pelly must often have done, for some indication of a return to the cool trade winds from the northwest.

Nor is the weathervane the only reminder of the Company. Under the roof below the beaver, just a few doors up Fort Street, is the Merchant's Grill. And in a prominent place toward the rear of the restaurant, visible from all parts of the room, is another beaver.

This one has been carved from wood and is of an Ethiopian hue. At the Grill, prominent business leaders and captains of island industry gather for their noonday meal. An inquisitive tourist saunters in looking for *lomi lomi* salmon.

"Yes, we have iced *lomi lomi* salmon," the tourist is informed by the genial head waiter.

"I'll try some. I've heard so much about it."

"You'll enjoy it, madame."

"Waiter, is this a truly Hawaiian dish?"

With a twinkle in his eye, the waiter will nod in the direction of the beaver. "Yes, madame; you see, salt salmon—it came over with that beaver."

Somehow Father doesn't see the joke. An Eskimo family in their tent at Tuktuk, Mackenzie delta, with the 1939 H B C calendar map on the wall. A. Figgures photo.

A fourteen-ton load of trade goods leaves the Winnipeg fur trade depot for the Lake Winnipeg posts, via S.S. *Keenora*. Dave Stevens (foreground) the shipper, has been in the Service for 31 years.

Watchful waiting at Mistassinny post, Province of Quebec. Photo Sinclair Crone.

This old powder magazine of Metabetchouan post, Lake St. John, P.Q., has now been restored by *Le Societe Historique du Saguenay*, and the site of the old post, founded in 1806, has been turned into a park. A cairn with a tablet has also been erected by the society.

The charming smile below belongs to Miss Anne Moriarty, of the Company's New York office.

Touching up part of the familiar H B C sign, in the store of the Company's Mistassinny post. Photo S. Crone.

WHERE FARMS MEET FRONTIERS

A modern charioteer drives his six-horse team in the great arena of his northland farm. Burns Fraser riding his pitch plough as it bites deep into the virgin land.

IN towns which are the hubs of the Peace River country, like Grande Prairie and Peace River, life is little different from that of any other Canadian centre in a similar setting. With their lighting plants and local telephone systems, movies, dances, hospitals, and stores aplenty, they have every convenience of modern city life.

But spreading out from these centres is a huge farming empire of some eighty thousand square miles, which extends into the virgin wilderness of Alberta and British Columbia, and along those remote outskirts are the log-built homes of a race of true pioneers —Canada's frontier farmers.

It was these grand people that John Buchan praised in his *Memory Hold-The-Door*, when he wrote of the North American pioneer: "At his best, I think, I have found him as a newcomer in Canada, where he is pushing north into districts like the Peace River, pioneering in the old sense. . . . He is one of the few aristocrats left in the world. He has a right sense of the values of life, because his cosmos embraces both nature and man. I think he is the most steadfast human being now alive."

These farmer-homesteaders live close to nature, and hope and hardship are constantly knocking at their doors. Health and happiness are their partners too, for the life is of their own choosing, but often enough it is a bitter struggle. Their destiny lies in the hands of time, while crops and gardens grow, and ripen, to yield the bare necessities of life.

Before crops of any kind may be planted, the land must first be cleared, and what a strenuous and back-straining task it is. Virgin land in the Peace invariably is of the "bush" variety, often with stands of trees running up to six inches or more in diameter. Trees must be felled, the bush slashed, and then comes the Herculean task of removing the stumps and roots. Several seasons of toil are required before sufficient acreage can be cleared fit for cultivation in which a crop can be seeded, and from which cash dividends may possibly accrue.

In recent years the Peace River country has been the Mecca for hundreds of discouraged wheat farmers who have had to quit their farms in the dry belts of Southern Alberta and Saskatchewan. The trek into the lush areas of the Peace by many of these families

is in itself an epic story of fortitude and hope which has rarely been surpassed in the history of Canada.

Hundreds of families from the parched areas surrounding Regina packed up what worldly goods they owned, and with a few farming implements thrown on their horse-drawn conveyances, together with a few head of stock, set off for the Peace with stout hearts. A thousand miles or more they trekked, to try their luck, and to start all over again. Many families spent three or four months on the road before reaching a Peace River destination, and in the majority of cases their faith in that area has not been in vain.

Lucky beyond all calculation is the man who has a good wife to share the work and hopes of having a prosperous homestead. The willing hands and level head of a frontier wife are most frequently the factor which balances the scales towards the success or failure of farming in the Peace.

Both men and women work hard, many hours each day. Everything required for food for their own consumption must be grown, if money is to be saved. Hogs, for salting down or smoking; poultry, eggs, butter, cheese, vegetables, small fruits, all must be raised, to be stored away for use, especially when winter's grip is on the land. A year must pass before many items can once again be garnered.

Winter in the Peace is long and hard, staying anywhere from six to eight months. The latitude of that area is exactly the same as the southern part of Hudson Bay, and that means weeks of below-zero temperatures, with or without snow. The icy blasts come down direct from the Arctic, with nothing to hinder them. But the tough winters are incidental to the thousands of hardy men and women who have established themselves on the homesteads. It's just another part of the fight they continually wage with nature to wrest a living from the land.

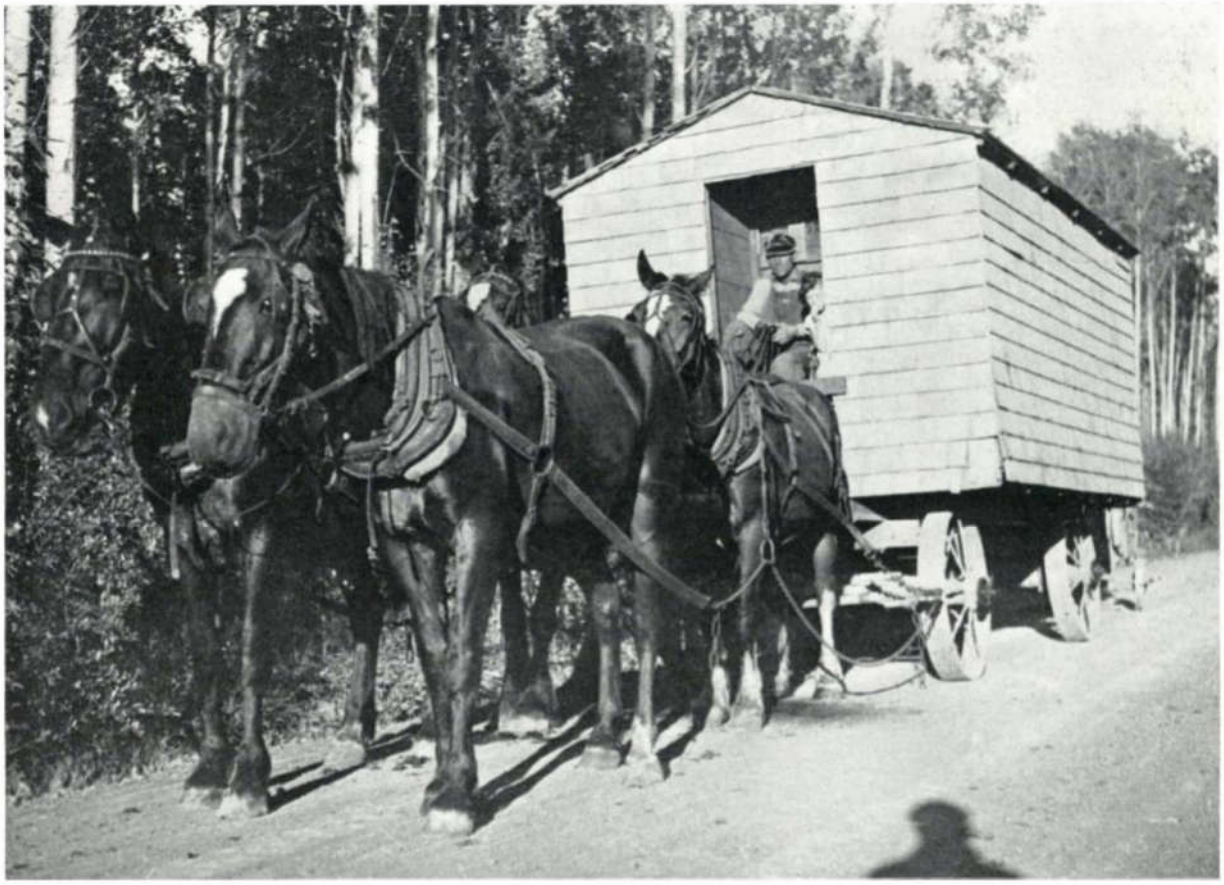
No one need starve in the Peace, but just growing wheat is not enough. Unless large acreage is available, cash results from such a source are not too dependable, especially with the whims of the weather to contend with, and the uncertainty of prices even when the grain is in the bin.

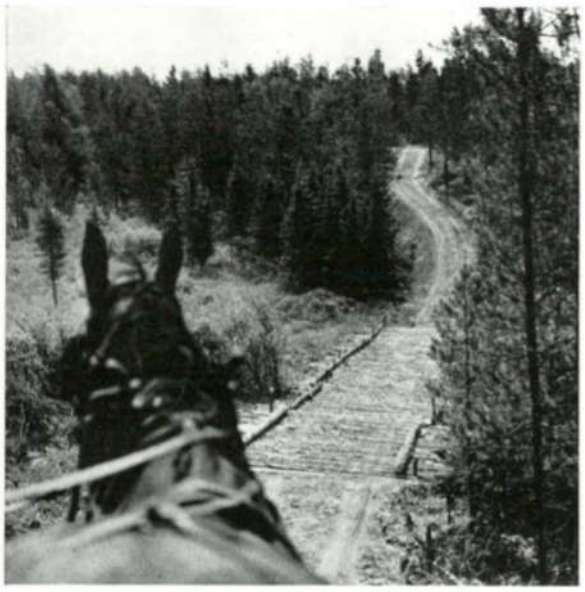
Every farmer has three vital items to contend with. The major one is food, for man and beast; the second is clothing; and the third, the winter fuel supply.

Flour can be obtained by having some of their own grown wheat ground at the nearest mill; but such staples as sugar, tea, etc., must be purchased, either for cash or by barter. Except around threshing time, ready cash is scarce, for if garden crops have been good, such produce is usually a glut in the area, with little or no salable value for cash; so the barter system amongst farmers is very much in vogue.

Footwear is a real problem with hard working but hard-up homesteaders, and many a one must carry on for weeks in a pair of boots which are patched almost beyond recognition. When one considers that eggs bring but three or four cents a dozen, delivered right to the store, and a bucketful means less than a dollar in cold cash, it's easy to realize that the possession of ready cash for a transaction is often quite a problem.

From one of the parched areas of Saskatchewan to the rich lands of the Peace, this farmer and his family drove a thousand miles in their "covered waggon" with a plough hitched on behind.





The Monkman Pass "Highway" will some day be just that.

Fortunately, fuel is abundant everywhere in the form of trees, but it's hard labour getting the supply in. Just try sawing and splitting a pile of wood as large as your own house, then you'll know how much effort is required to ensure a warm winter indoors.

Water for both house and barnyard purposes is not always available nearby, but it is a prime necessity, and in many instances homesteaders with handy sloughs dig a shallow well a short distance away. The resultant supply is probably adequate for their use, but such water is usually brackish, and none too tasty for human consumption. When sloughs dry up, as they too often do in summer, it may be necessary to haul water from a source several miles away, often from a generous and more favoured neighbour. A good flowing well is one of the greatest blessings a homesteader can possess, but all too many are unable to afford the price of having it dug, or bored.

Throughout that entire country, millions of wild berry bushes thrive. These berry crops vary from year to year, but annually thousands upon thousands of quarts of wild saskatoons, raspberries and cranberries are gathered by Peace River families. The season is usually in August, and in this manner a large portion of the jams and preserves so vital to their health is obtained.

The children of the Peace are a fine healthy lot, and it's not because of the old adage of "an apple a day." Rare is the opportunity for many of them to indulge in the enjoyment of fresh fruit; the dehydrated variety is better known to them. Many must travel miles afoot to attend school, over distances which would quickly daunt children of the cities; and their education is good. The teachers of those far-flung school houses are worthy of the highest praise. In hundreds of instances, schools with less than fifteen children in attendance may yet have pupils for every grade.

Buying ice cream, candies, or taking in the movies —commonplace events to city children, and grown-ups too—become real highlights when they occasionally take place on those homesteads in the hinterland of the Peace. Many families live much too far away from the centres where these little luxuries may be indulged in. With farms located twenty, thirty, forty and more miles away from the nearest town, frequent trips are out of the question. Ownership of cars is the lot of the lucky few, and in innumerable instances, a round trip of a hundred miles faces many who would like to see a movie.

Furred and feathered wild life is plentiful in all outlying districts, and although deer is a welcome addition to any dinner table, these same animals, and the scrawny snowshoe rabbits, do great damage to vegetable gardens and small fruit bushes, often eating growing plants down to the ground.

The Peace River area is surrounded on all sides by virgin country. To the east and the south, vast forest reserves stretch for hundreds of miles. To the west are the fastnesses of the Rockies, and northward lies the wilderness reaching into the Northwest Territories. Bear, moose, wolves and coyotes are common, and their depredations in the gardens and the barnyards have been a constant trouble in the past; but the guns of hunters are gradually bringing these animals under control.

Throughout the entire Peace River plateau, the average altitude above sea level is well over two thousand feet, and the air seems to contain a subtle something which imparts a continually bracing effect. People who have lived in coastal and similar regions are agreeably surprised at the "pepped-up" feeling they acquire in the Peace River plateau. They soon find themselves working with a vim which they never realized they possessed.

Sunday on the homesteads is very much the same as any other day, the steady grind of week-day work lets up a bit, but there are always plenty of chores to be done. Hundreds of farmers and their families have not attended a religious service since they took up land, in many cases ten years or more, but it isn't because they're disinclined or irreligious. It's just because the opportunity hasn't presented itself. A service may be held in their nearest school-house, maybe once or twice a year, but any one of a multitude of reasons may, and usually does, crop up at the last moment to prevent their attendance. A sick animal may require special care, or vital work may need doing upon which future welfare depends. When such things happen the service is missed, and many months may come and go before a minister is again in their vicinity, probably at a school building farther away than before.

In June, before the dry spells arrive, the countryside appears as a vast wild-flower garden, and the glory of the mingled colours is indescribable. August and September can usually be depended upon to be dry, and, except for brief, localized storms, the weather then is beyond reproach. The temperature often creeps up to ninety-five degrees and higher, which is fine for ripening crops—if there isn't too long a spell of it. Resultant hail storms, which often form during heat waves, bring dread in their wake. Hail will beat down a standing crop in a few minutes, causing irreparable loss and damage. A year's work in the fields may be destroyed in a twinkling.

During these dry periods, the many hundreds of miles of highways which serve the area are a pleasure to travel over, for they are hard and smooth, being kept in first-class condition by the government road crews. But summer rains change the entire travel aspect. Traffic soon churns the roads up into quagmires and they quickly become impassable. In the past decade, truck hauling has grown to tremendous

proportions in that area, grain and livestock being increasingly handled in this manner. After a day or two's rainfall the good earth of the Peace River country liquefies into the grandest gumbo in existence, and automotive traffic comes to a standstill. Many a long-planned trip, or visit to friends, town, a dance or picnic, may have to be postponed or entirely abandoned on account of road conditions.

Horses, however, remain the faithful standby, for they can be depended upon to keep plugging along when all other means of ground transportation fail.

Winter highway conditions may vary, depending a lot on the shape the roads are in when freeze-up comes. A scarcity of snow may often tie up travel by sleighs and cutters for weeks at a time.

One very great blessing which has come to the settlers "up there" is clear radio reception. Established at Grande Prairie, the Empire's most northerly commercial broadcasting station, CFGP, now brings happiness into homes of tens of thousands of listeners throughout the entire Peace River country. Before the advent of this station, reception there was extremely poor. With CFGP, "The Voice of the Mighty Peace," broadcasting from the heart of the country, smaller and cheaper sets are quite suitable, and news of Canadian and world events reaches the farthest outposts almost as soon as they occur.

For a long time that entire country was an almost isolated land in the very heart of Canada. Bordered on all sides by vast forest areas, the only means of entry or exit was by means of a single track railroad, and one motor highway.

It is little better today. True, there is now a bi-weekly passenger train to and from Edmonton, and aeroplanes now touch once a week at Peace River, and twice weekly at Grande Prairie, Dawson Creek, and Fort St. John on the Edmonton-White Horse route; but it is still impossible to make direct telephone connections from the Peace River country with any other outside points in Canada. There is yet only the one highway serving the area from the outside, and it is five hundred miles along that road from Edmonton to the Peace.

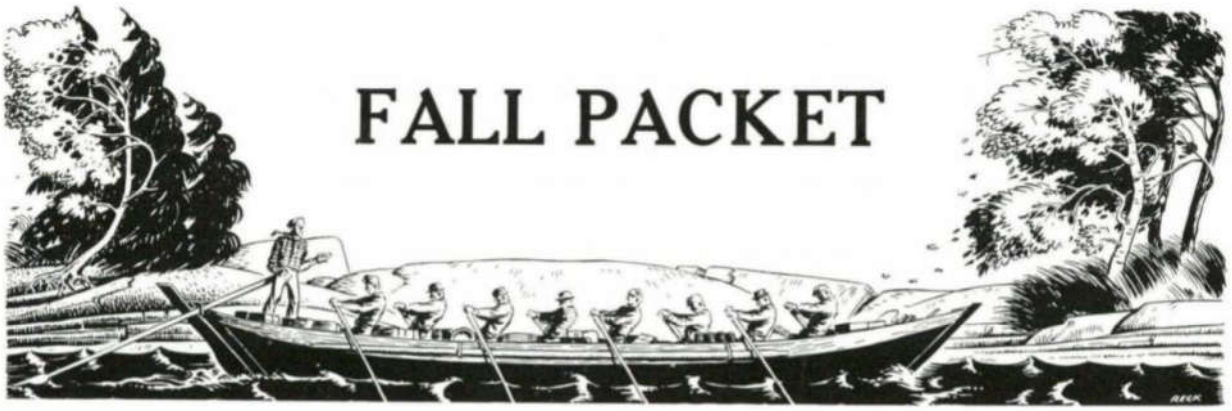
For years the people up there have longed for an outlet to the Pacific coast, and although the route known as the Monkman Pass Highway has received widespread publicity, funds for its construction have been inadequate, and its completion still remains only a hope. Farmers from points throughout the entire area have voluntarily given weeks of work to help slash the rough semblance of a trail through to Prince George in British Columbia, but much remains to be done before the Monkman Pass Highway becomes something more than a name.

This highway to the coast is definitely feasible, and some day will become fact, but a railway to the Pacific, probably by that same route, is still more desirable. Year-round travel and shipping facilities would then be available, and the building of such an outlet will earn the gratitude of thousands of semi-exiles now on the farms of Canada's great inland empire.

Many of them were city dwellers before they went homesteading, and the fortitude with which they have overcome all difficulties is almost beyond conception. They love the life, and the country; but with the possibility of shipping much of their produce direct to the coast, their entire outlook would change.

Such a route is certain to come, and the one hope is that it will do so during the lives of the very brave people who are pioneering at this moment on the farms and frontiers of the Peace.

Hundreds of Peace River farmers have voluntarily given weeks of work to build a road through Monkman Pass to Prince George. These men travelled 300 miles to do their share.



FALL PACKET

Twenty-First Birthday

With this number, *The Beaver* celebrates its coming-of-age. The first issue appeared in October, 1920, and consisted of thirty-two pages, 10 by 6¾ inches. That year, the 250th anniversary of the Company's incorporation had been celebrated from coast to coast, and six and a half pages of the first number were devoted to an account of the festivities in the cities and at the fur trade posts.

Starting as a monthly, *The Beaver* was designed simply as a staff magazine. But it also contained a number of articles of interest to outsiders. Chief among these was a two-page interview with the Governor's son, Hugh Kindersley, about his canoe trip with Capt. O'Kelly of the Fur Trade, from Athabasca Landing via the Mackenzie to Fort Yukon. The last part of the journey, which covered the same route as Dr. Ederer's trip described in this issue, Mr. Kindersley referred to as "the toughest part of the whole journey," and he stated that the Rat River section was "considered the most galling summer trip in the whole of the North."

Christy Harding, now retired, but then manager at York Factory, described in another article his recent trip from there to Severn in the *Fort York*. And there was a page of extracts from a journal of October, 1801, said to be kept at York Factory by William Tomison.

The rest of the magazine, however, was devoted to staff interests, with such articles as "Courage and Persistence Won Success for Fletcher Sparling" (manager of the Winnipeg store); "Getting Acquainted with the New Land Commissioner" (H. F. Harman); and "Twenty-Five Years with Lockyer at H.B.C. Vancouver Store." And news and personals from Winnipeg, Edmonton, Calgary, and Vancouver, took up ten of the remaining pages. All the illustrations were small.

For the next thirteen years *The Beaver* continued along much the same lines, though in 1924 it became a quarterly instead of a monthly. Its present format and character were devised by Douglas MacKay, who saw that the story of the Company, past and present, furnished unexcelled material for a finely illustrated magazine of the North, to interest outsiders as well as Company men and women. Starting with the issue of September, 1933, the magazine was stepped up to its present size of reading matter and illustrations, and all the staff material was excluded with the exception of the Fur Trade notes.

With the present Outfit, these last vestiges of staff personals have disappeared from our pages, to be incorporated in a new publication for Fur Trade men, *The Moccasin Telegraph*. And *The Beaver* emerges as a magazine for all readers interested in the Canadian frontier, past and present, whether or not they belong to the Hudson's Bay Company, and whether they live in the Arctic or the Tropics—or anywhere in between. Its circulation is now over eleven thousand, of which some three thousand go to the staff, and about five thousand to the United States.

Beaver's Beam

On July 26, 1888, the S.S. *Beaver*, first steamship on the Pacific Coast, was wrecked at Prospect Point, near Vancouver. On July 26, 1941, one of her walking beams, suitably mounted, was unveiled at Prospect Point, now in famous Stanley Park. To the uninitiated, perhaps it should be explained that a walking beam is one of those see-saw affairs that is usually seen working up and down on the top decks of paddle steamers. The *Beaver's* four beams, however, were down in the lower hold. They were about twelve feet long and weighed about half a ton each. The only one of the four that now remains was salvaged in 1892 by J. N. Menzies and two friends, in the swirling waters of the Narrows. For years it lay forgotten in a shed on Cordova street; but in November last it was brought to the attention of the Vancouver city archivist by Mr. Menzies' widow.

At the unveiling ceremony, she formally presented it to the city of Vancouver, and it was accepted on their behalf by Mrs. Winsbury, daughter of one of the owners at the time the ship was wrecked. He had bought the *Beaver* in 1874 from her original owners, the Hudson's Bay Company. Among the speakers at the ceremony were W. H. Evans, once assistant engineer on the famous old ship, and R. E. Standfield, manager of the H B C Vancouver store, who is having a bronze plaque placed beside the beam.

The mast of the Beaver is already in Stanley Park, having been placed there in 1919. Other relics from the wreck known to be in existence are one of her riding lights, one of her nameboards, and a huge pulley, all in the Historical Exhibit in the Winnipeg store.

Mush Loaders

The letter from Chief Rat Foot asking for a muzzle loader, which we published in the last *Beaver*, has tickled the fancy of innumerable readers, and has been reprinted in several newspapers. But the most surprising reaction from our point of view was a letter from the secretary of the National Muzzle Loading Rifle Association, Portsmouth, Ohio, enclosing a copy of *Muzzle Blasts*, the association's monthly magazine.

Here, to our amazement, we read that muzzle-loader contests are held each year in Ohio, Indiana, Michigan, New York, and Connecticut. At Lima, Ohio, for instance, there was a meet in May where seventy-two enthusiasts competed; and the contests included target shooting with flintlock gun at fifty yards, with cap and ball pistol, and with flintlock pistol at thirty yards. An advertisement for the twelfth annual shoot sponsored by the Canal Fulton, Ohio, Ramrod Club states that muzzle-loading matches have been held continuously since 1812.

Any day now we expect to hear that one of these up-and-coming organizations has elected Chief Rat Foot an honorary member. . . .

Good Neighbours

In this issue, *The Beaver* salutes its American subscribers—who number some 5,000—with several articles of special interest to them. Most of the Company's operations in what is now the United States of America took place in the West, and so we have two articles about Dr. McLoughlin and one about the H B C agency in Honolulu which used to carry on trade with Fort Vancouver. The story of the Company in Victoria will also be of interest to our American friends, since that place succeeded Fort Vancouver as H B C headquarters in the Columbia Department.

In the Great Lakes area, we have an article on Grand Portage, now in the state of Minnesota; and in the North, the tale of a canoe trip made by a Minnesota dentist from the Mackenzie to Fort Yukon, an old H B post in Alaska. American readers will also be interested to hear how one of their countrymen, while wintering in Labrador, hit upon the idea for the quick-frozen foods that now bear his name. (And perhaps we should also add that Lorene Squire, who took the magnificent bird pictures, comes from Kansas.)

At such a time, it is pleasant to remember that just a hundred years ago, the first celebration of Independence Day west of the Missouri was held near Fort Nisqually on Puget Sound. Lieutenant Wilkes of the American Navy, who was in command of the United States Exploring Expedition of six ships sent by Congress, organized the celebration, and the Hudson's Bay men from the fort helped with a will, clearing ample ground near the Methodist Mission for the festivities. Previous to this, Captain McNeill of the S.S. *Beaver* had sent his first mate to pilot Wilkes' squadron to the fort, and Wilkes had later crossed to the Columbia and been hospitably entertained by Dr. McLoughlin and other Company men in what are now the states of Washington and Oregon.

To mark the centenary of the Wilkes celebration, Tacoma held a big costume pageant on the "Glorious Fourth," at reconstructed Fort Nisqually. Wilkes himself was represented by the mayor, and others were costumed as A. C. Anderson, factor of the fort at the time, Captain McNeill, and other leading characters of the original celebration. Three hundred sailors and a company of marines from the U.S. destroyer *Fox* and the navy patrol boat *Amber* (formerly John Barrymore's yacht) represented the seamen of the *Vincennes* and *Porpoise* of Wilkes' squadron. About the only thing that seems to have been missing, in fact, was the ox, which, as Wilkes says, "the Hudson's Bay Company agent had obligingly sold me," and which the sailors barbecued over a huge fire.

Gone to Glory

The *Prince of Wales* has gone at last. Word has been received from New Zealand that this grand old square-rigger, which served the Company's Hudson Bay trade for a quarter-century, and the Pacific coast trade for a decade, has made her last voyage.

She was built in 1850 of stout British oak, with fifteen feet of solid oak bows covered by iron plates. The Prince of Wales, later King Edward VII, but then a lad of eight, is said to have christened her, and afterward dined on board. Her figure-head, beautifully carved, represented the young heir to the throne in naval uniform.

Each year for fifteen years she bucked the ice of Hudson Strait, bringing trade goods and supplies and Company men to York Factory, and sailing back to London with the year's returns of fur. But in 1864, in company with the *Prince Arthur*, she ran aground on Mansel Island in thick weather. She was hauled off; but that was her last voyage to the Bay for some time. During the next ten years she traded round the Horn to Victoria and San Francisco. With her heavy build, she must have taken altogether too long to make that tedious voyage, and the year 1876 saw her sturdy bows once more thrusting aside the ice floes of Hudson Strait. From then until 1884, she made her annual voyage to Moose Factory; but in that year, on the way home, she ran into impassable ice between Southampton and Mansel Islands, and had to go back and winter off Charlton Island.

That was her last voyage to the Bay. Later she was sold to a firm called Nelson Brothers, who operated ships for freezing Australian mutton. First used as a store ship, she was sent out to New Zealand in 1889; but owing to her slowness, she had to undergo the indignity of being fitted with twin screws and a 30 h.p. engine. Even then, it took her 124 days to reach New Zealand, and at Gisborne she began her new career, freezing two hundred sheep a day.

She carried on this work until 1906, when she was sold to the Blackball Company as a coal hulk. Ever since then this once proud old ship has been moored in Wellington harbour, her sides, that had been so often whitened by the ice, now blackened with coal dust, and her masts, that used to carry royals and stun'sails, now used for nothing but derricks. When she was slipped for overhaul recently, she was found to be waterlogged, and after ninety-one years afloat, she was condemned to be broken up.

A fuller illustrated account of this old ship, by H. M. S. Cotter, will be found in *The Beaver* for March 1934.

New Exhibit

Visitors to the Historical Exhibit in the Winnipeg store, when it reopened on June 23, found many new cases, much new material, and an entirely new arrangement. Acting on the maxim that a small museum should specialize, the field covered by the present layout has been narrowed down to Western Canada—or, to be more explicit, Canada west of the 90th meridian. This just takes in York Factory and Churchill, both of which are in this western province of Manitoba, and the tip of Lake Superior.

This large territory has then been divided into Hudson Bay, Woodlands, Prairies, Mackenzie Area, Mountains, Pacific Coast, and Arctic. The first part of the museum illustrates the history of the Western Canadian frontier as a whole. Then the history of each section is enlarged upon separately.

Hundreds of new pieces have been installed, among them a large model of the famous *Nascopie*, a Loucheux Indian wearing a complete suit of white-tanned caribou skin, and an inland Eskimo woman with a baby in the hood of her beautifully beaded artiggi. One of the most striking exhibits is a case of fine woodlands beadwork illuminated by fluorescent light.

Contributors

In an issue devoted specially to the interest of American readers, it is fitting that most of the contributors should be American. *Willoughby M. Babcock* is curator of the museum and archaeologist of the Minnesota Historical Society, St. Paul. . . . *Clarence Birdseye's* name is known from coast to coast in connection with Birds Eye Frosted Foods. . . . *Dr. E. B. Ederer* is a dentist at Morris, Minnesota, who has travelled extensively in the North. . . . Miss *Alice Greve* is a student of the University of Oregon. . . . *William P. St. Clair, Jr.* is a resident of Honolulu, who is now serving with the U.S. Army.

Of the Canadian contributors . . . The late *H. M. S. Cotter* served the Fur Trade from 1889 to 1935, mostly in Labrador, Ungava, and Saskatchewan. . . . *Frank H. Ellis* wrote the story in the September, 1939, issue about his experiences as mechanic on the first aeroplane flight into northern Canada. . . . *Arthur S. Morton*, head of the Department of History at the University of Saskatchewan, is the author of that monumental work *A History of the Canadian West to 1870-71*. He has done a great deal of research in the Archives of the Company in London.

London Letter

WE are glad to report that we have enjoyed a welcome respite in London from heavy air raids, the last one being on the night of May 10, when hundreds of high explosive bombs and thousands of incendiary bombs fell on the city. The raid lasted for seven hours and considerable damage was done to buildings, particularly those around Beaver House. Once again, however, our premises escaped material damage as—although part of the roof took fire, also the roof of the adjoining fire station—our staff patrol worked splendidly, and effectively dealt with the fires. The lighting and power services, however, were damaged and none was available for several days. Also, for nearly a fortnight, owing to the extensive damage, burning buildings and unexploded bombs, there was only one approach to Beaver House, one half of which had to be segregated for about ten days pending the removal of a thousand-pound high explosive bomb which had fallen in the Church of St. James' Garlickhythe in Garlick Hill.

Hudson's Bay House also escaped, although property adjoining was demolished, including the magnificent premises of the Leathersellers' Company in which, for the past two years, the Company has held its annual meeting.

As a result of this last bombing, the premises of the London Fur Club and offices of many members of the fur trade have been rendered uninhabitable, and we have provided at Beaver House temporary premises for the Fur Club and office facilities for thirteen members of the fur trade.

George Binney, who was a former member of the London staff visiting Canada frequently in charge of apprentices for the Fur Trade Department, had a knighthood conferred upon him in the recent Birthday Honours. Sir George, since the early days of the war, has been on the staff of the Iron and Steel Control, and we understand that his knighthood was gained by the following exciting exploit:

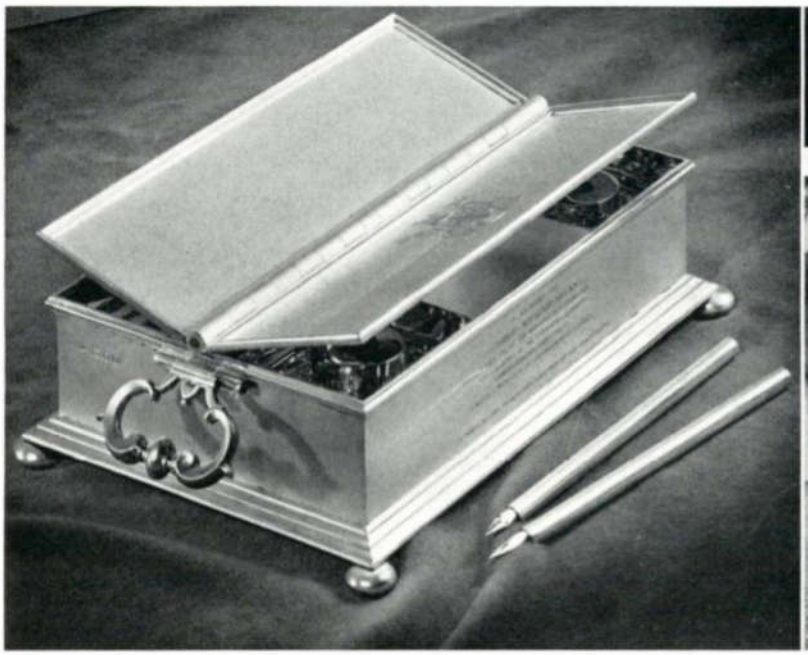
While on a mission to Sweden last year, he found himself marooned at Gothenburg, Sweden, by the Nazi invasion of Norway. There he engineered a daring coup. He managed to get a number of ships loaded up with valuable Swedish high grade steel, assembled a mixed crew of British, Swedish and Norwegian sailors and slipped out of harbour in the dark. Helped by a thick fog, he got his "convoy" through the heavily mined and German-patrolled waters of the Kattegat and Skagerrak. At an appointed spot in the North Sea units of the British Navy were waiting for him, and under their protection the convoy came safely home.

"Captain" Mack, formerly commander of the *Nascopie*, has been promoted to the rank of lieutenant commander, R.N.R. E. E. Rich, general editor of the publications of the Hudson's Bay Record Society, has been promoted to lieutenant in the Army. Notwithstanding his military service, Mr. Rich continues to devote some attention to his editorial duties and we anticipate that volume IV of the publications—*McLoughlin's Fort Vancouver Letters*—preparation of which is well advanced, will be issued before the end of the year.

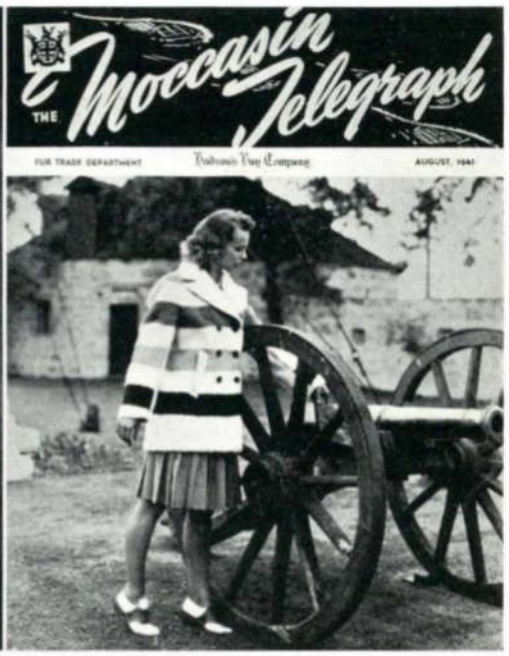
E. W. Morley of the Accounts Department, who is now serving with the Royal Navy, came to see us the other day. His ship was torpedoed and had to be abandoned in a storm off Halifax, Nova Scotia. The ship is now being repaired at Halifax and some of the crew were left behind in charge, while the remainder, including Mr. Morley, were sent back to England to be redrafted to a new ship.

We were glad to welcome to Beaver House Lieut. S. B. Laing of the Canadian Committee accounts office now serving with the 15th Anti-Aircraft Battery, Royal Canadian Artillery.

Winners and runners-up in the Governor's Award contest arrive in Vancouver. The award is given for outstanding salesmanship in the six big Company stores, and the lucky ones are given a free trip to either Vancouver or Winnipeg, as well as a replica of the Governor's shield. L. to R. from top: J. Moore, Miss W. Templeman, Edmonton; Miss T. Tessman, Saskatoon; W. Morris, Miss E. Erickson, H. Eidsvig, Winnipeg; Miss M. Luckings, F. Jolliffe, Miss G. Stewart, Vancouver. Inset: Miss P. Merryfield, A. Wylie, Victoria; Miss M. Godlonton, Calgary. Absent, W. White, Calgary. The seven named last will make their trip to Winnipeg in September.



Silver inkstand, eleven inches long, a hand-made reproduction of one made in 1692, presented to the Canadian Committee by the London Board. The inscription reads, "In Memory of George William Allan, a Director of the Hudson's Bay Company and Chairman of the Canadian Committee, died 6th December 1940, after twenty-six years of distinguished service. A token of the esteem and affection of his colleagues." In the original, the box between the inkwells was filled with sand. The back was used for pens, seals, etc. This type of inkstand was in use from the reign of Charles II to that of George II.

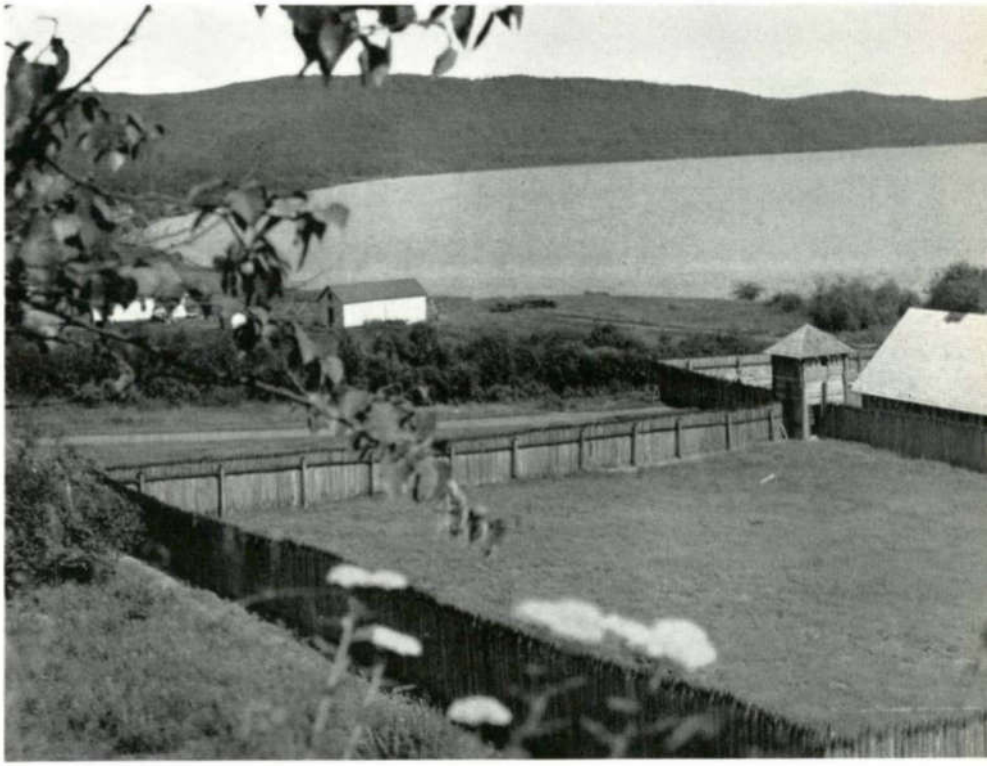


The first number of the new Fur Trade magazine, which carries the personal notes from the posts which used to be published in the back of *The Beaver*. The official excuse, we are told, for using a sweet young thing on the cover of a he-man magazine is, that she is wearing a 1941 model HB "Point" blanket coat at Lower Fort Garry.

Grand Portage Rises Again

by Willoughby M. Babcock

St. Paul, Minn.



The reconstructed North-West Company fort at Grand Portage, Minnesota, on the shore

GRAND PORTAGE lies on the shore of Lake Superior, in the extreme northeastern corner of Minnesota, approximately one hundred and fifty miles northeast of Duluth, and some five miles below the mouth of the Pigeon River. Today it is a sleepy little Chippewa Indian community forming the administrative centre for an Indian reservation of about 50,000 acres. The population of the Grand Portage Chippewa reservation is about four hundred persons, and there are perhaps a dozen or two of white residents scattered over a considerable area.

The "town" of Grand Portage consists of a post office and general store, a small lodge with cabins, an Indian co-operative store, a school, a community building, a Catholic chapel, and a ranger station. Indian cabins are scattered along the lakeshore, along the high bench overlooking the lake, and along the trails leading back into the brush.

A hundred and fifty years ago, however, this peaceful spot on Lake Superior was the great western distributing point for the North-West Company of Montreal. Here at the eastern end of the nine-mile Grand Portage Trail leading around the rapids and falls of the lower Pigeon River, the company partners from Montreal each summer met the wintering partners and traders from the interior and transacted the business of the concern.

These trenches outlined the stockade in the fall of 1936.

"The Grand Portage," wrote John Macdonell in 1793, "is situated in the bottom of a shallow Bay perhaps three miles deep and about one league and a half wide at its mouth from *Pointe aux Chapeaux* to *pointe a la Framboise* having a small Island just opposite the fort about half way from one of these points to the other: on a low spot which rises gently from the Lake. The pickets are not above fifteen to twenty paces from the waters edge. Immediately back of the Fort is a lofty round Sugar loaf mountain the base of which comes close to the Picket on the North West Side."

Macdonell continued his account by stating that "All the buildings within the Fort are sixteen in number made with cedar and white spruce fir split with whip saws after being suquared, the Roofs are couvered with shingles of Cedar and Pine, most of their posts, Doors, and windows, are painted with spanish brown. Six of these buildings are Store Houses for the company's Merchandize and Furs &c. The rest are dwelling houses shops compting house and Mess House—they have also a warf or kay for their vessel to unload and load at."

At Grand Portage the packages of goods which had come up the lakes in the big Montreal canoes were sorted and made up into the outfits for the interior. The ninety-pound "pieces" were then portaged by the voyageurs over the old trail to Fort Charlotte on the Pigeon River.

"The transportation of the goods at this *Grand Portage*, or *Great Carrying Place*," commented Alexander

ke Superior. The large building is the main trading hall. The small ones used for construction have now been removed.

Henry, the elder, in 1775, "was a work of seven days of severe and dangerous exertion, at the end of which we encamped on the river Aux Grosseilles. The Grand Portage consists in two ridges of land between which is a deep glen or valley, with good meadow-lands, and a broad stream of water. The lowlands are covered chiefly with birch and poplar, and the high with pine." According to Macdonell the portage was divided into sixteen *poses*—that is, stages where the voyageur deposited his load and returned for another.

At the upper end of the Grand Portage Trail the packages of goods were loaded into North canoes about half the size of the Montreal canoes, manned by four or five canoemen, and having a carrying capacity of about one and a half tons. Alexander Henry the younger, bound for Red River in 1800, loaded his canoes with twenty-eight pieces of merchandise each, in addition to the equipment for the voyage consisting of four bags of corn of one and a half bushels each and half a keg of grease and four ninety-pound packages of personal property for the men and their families per canoe.

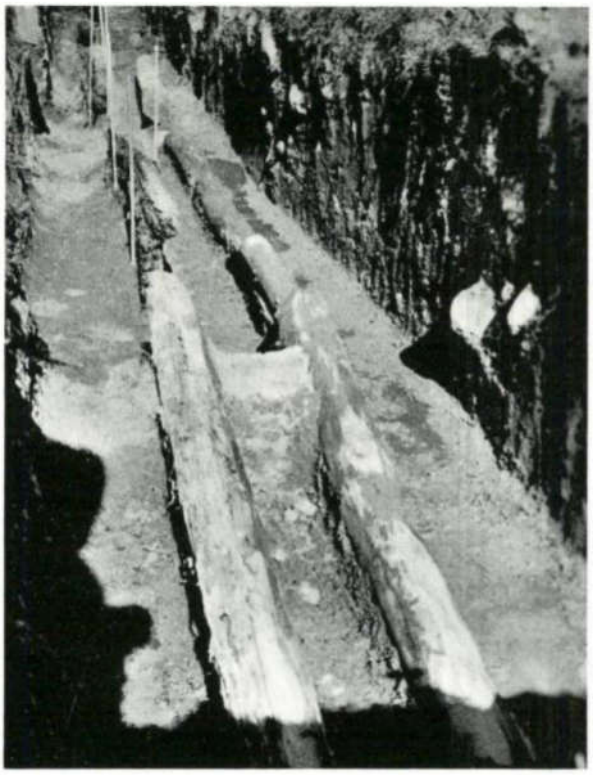
While no statistics of the actual traffic over the Grand Portage Trail are available, an indication of the tonnage may be obtained from the fact that a single brigade bound for Red River in 1793 numbered fourteen canoes with an average of one and a half tons apiece. There were many other outfits bound westward the same season. In the aggregate, thousands of tons of goods and furs passed back and forth by sheer man power over the trail.

Some of the posts in the Athabasca country were so remote that those wintering there could not make the round trip to Grand Portage in a single season, and came only to Rainy Lake for their outfits. Extra crews of "pork eaters" transported these goods from Grand Portage to Rainy Lake and then returned to Lake Superior for the trip back to Montreal. Daniel Harmon, clerk for the North-West Company in 1800, left Grand Portage on July 15, and did not reach his wintering post, Alexandria on the headwaters of the Assiniboine River in latitude 52°N and longitude 103°W, until October 23.

Just when the Grand Portage route to the interior was first used has not been ascertained, but La Vérendrye's account seems to indicate that the portage was well known at the time of his arrival in 1731. His parties, of course, used the trail for years in maintaining communications with the Montreal base of supplies.

Near the close of the French and Indian war, probably in May 1762, the first English traders guarded by a party of British ranger troops made their appearance at Grand Portage, and by 1767 it was a regular meeting place for the traders bound for the interior. Unrestricted competition developed among these traders, to their own injury and that of the trade. By 1778 a memorandum of General Haldimand reported that the trade carried on through Grand Portage amounted to about £40,000 sterling, and employed nearly five hundred persons. In order to guard this trade against possible raids during the American Revolution, a lieutenant and twelve soldiers of the Eighth Regiment of British Foot were sent to Grand Portage for the summer of 1778 and application was made for similar protection in 1779. The record does not show whether troops actually came for the second season.

The obvious disadvantages of unrestrained competition among the traders led to several experimental combinations, and then, finally, in the season of 1783-84 to the formation of the famous North-West Com-



Original pickets that supported the palisades.

pany. With the organization of this concern, composed of powerful Montreal merchants and outstanding traders of the far interior, Grand Portage became the key point of the business. A fort, described as twenty-four rods by thirty, surrounded by palisades of cedar timbers, with watch towers over the gates, was built between the rocky knob, now known as Mount Rose, and the water's edge.

Here in the heyday of the North-West Company, about 1790, the partners who had come up the lakes in the great canoes met the traders from the interior in a great summer rendezvous during the month of July. Accounts of the preceding year were settled, matters of policy were discussed and all arrangements as to goods, furs, and men for the ensuing year were made. In many respects, despite the hard work, the Grand Portage trip represented his annual vacation to the trader who had been isolated from other men for so many months.

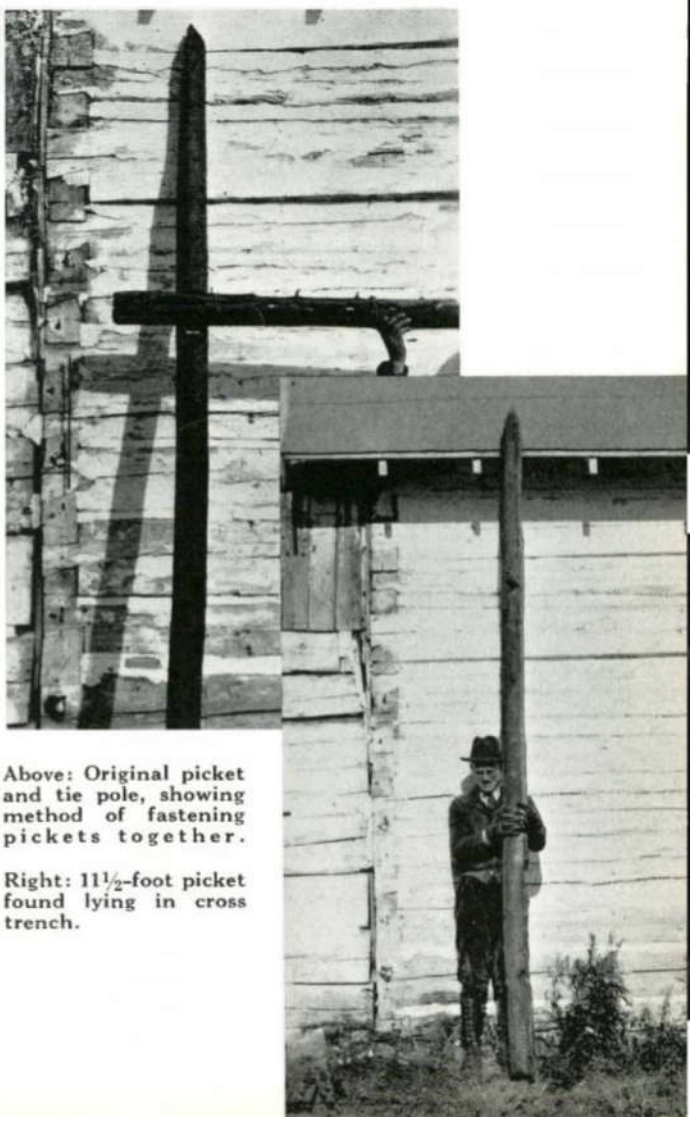
Bourgeois or traders and clerks were housed within the stockade, while the voyageurs, whether "winterers" or "pork eaters," camped outside. "The proprietors, clerks, guides, and interpreters, mess together," wrote Sir Alexander Mackenzie shortly before 1800, "to the number of sometimes an hundred at several tables, in one large hall, the provision consisting of bread, salt pork, beef, hams, fish, and venison, butter, peas, Indian corn, potatoes, tea, spirits, wine, &c., and plenty of milk, for which purpose several milch cows are constantly kept."

The entry in Daniel Harmon's journal for July 4, 1800, gives a glimpse of the pleasures of these annual assemblies. "In the daytime, the natives were permitted to dance in the fort, and the Company made them a present of thirty-six gallons of shrub. In the evening, the gentlemen of the place dressed, and we had a famous ball in the dining room. For musick, we had the bag-pipe, the violin and flute which added much to the interest of the occasion. At the ball, there was a number of the ladies of this country; and I was surprised to find that they could conduct themselves with so much propriety, and dance so well."

The glory of Grand Portage, however, soon departed. Increasing fear lest the Grand Portage Trail which led through American territory should be closed by the United States, coupled with the re-opening of the old Kaministiquia River route in 1798, caused the North-West Company to begin a new post, soon called Fort William, at the mouth of that stream; and by 1804 the western headquarters of the company had been transferred to Canadian soil. By 1825 there was little if anything to remind the chance visitor of the former importance of Grand Portage.

For almost a century Grand Portage remained an historic community forgotten by all save occasional missionaries and historians of the fur trade who encountered frequent references to the trail in their researches.

In 1922 the interest of Dr. Solon J. Buck, then superintendent of the Minnesota Historical Society, was aroused, and the old trail was retraced by him, the present writer, and several others. The outlines of Fort Charlotte at the upper end of the trail were discovered and cleared of underbrush. Nothing was done with the Grand Portage post site at that time, but the reconstruction idea simmered along in the minds of various persons who knew that region.



Above: Original picket and tie pole, showing method of fastening pickets together.

Right: 11½-foot picket found lying in cross trench.

Rebuilding the main hall, December 1939. Note the palisade.

Original foundation of main hall, 95x30 feet.

With the development of the relief work program about 1935, the opportunity came. Not realizing all that might be involved in the proposal, Indian Service officials inserted an item for the restoration of the Grand Portage stockade in the 1935-36 program to be carried on by the Indian Division of the C.C.C. within the Consolidated Chippewa Superintendency. When the authorization came from Washington, agency officials appealed to the Minnesota Historical Society for technical assistance. Despite the wealth of descriptive material about Grand Portage, detailed information for reconstruction purposes was sadly lacking. A program of reconnaissance and excavation was therefore worked out, but due to the lack of available Indian relief labor, it was possible only to verify the location of the Grand Portage post and determine the general outline of a part of the stockade in 1936.

The 1936 campaign, however, had given a clearer idea of the problems involved and a new and comprehensive program was worked out. After many delays, due in part to federal budgetary processes, excavation was finally resumed in mid-summer 1937 with a fair sized Indian crew. Details of the stockade were learned from the discovery of many picket butts still in place. Several partial pickets, the longest eleven and a half feet from the pointed tip to the probable ground line where they had rotted off, gave a probable total length of fifteen feet, with three feet under ground. The pickets had been sharpened at alternate ends so as to fit together, and had been held together with horizontal tie poles pinned with wooden pegs in notches in the pickets.

While exploring a low ridge across the centre of the stockade area, parallel with the lakeshore, a rough stone foundation 95 by 30 feet was encountered, and it became clear that the search for the site of the principal building and main hall of the post had been discovered. Cruder stone foundations for a slightly smaller structure were likewise located at the other end of the same ridge or mound, together with evidences of stone fireplaces in both buildings. This latter structure may have been the building to house the clerks and lesser employees. Excavation of an area adjoining the foundations of the main hall brought to light a semi-subterranean room or cellar containing fragments of upright timbers and hand-hewn planks fitted into grooves, characteristic of old-time French Canadian construction. A badly rotted but complete plank door lay on the dirt floor of this same room. A nearby well produced a typical "shake" shingle, and some fragments of kegs still showing traces of the red-brown paint they had contained.

Supplementing the archeological information with material from available records, such as a description of old Fort William, a building has now been constructed on the 95 by 30 foot foundation with a central hall sixty feet long and a smaller room at each end. Massive stone fireplaces at each end of the hall dominate the room. All accounts give the impression of spaciousness, and consequently a high, steeply pitched roof was designed with the ridge log some twenty-four feet above the floor. Heavy log trusses support the roof.

Ten-inch squared cedar timbers nine feet high were grooved and set upright at ten-foot intervals, and random width rough sawn planks reproducing an average thickness of two inches were slipped between them. Heavy log rafters hewn with the broadaxe tie the building together.

Much broken window glass of the old greenish wavy type was found during excavations and consequently medium-sized six panel windows, one to each wall section as shown in drawings of various trading posts of the period, have been used. The doors are of plank and reproduce the one found in the sunken room; and the hardware such as hinges, shutter fasteners, locks, etc., are of hand wrought iron similar to material found on the site.

Rustic museum cases, both of wall and table type to harmonize with the building, have been installed, and these will house a collection devoted to the fur trade and the cultural life of the Grand Portage Chippewa. When complications connected with arrangements for a suitable custodian have been ironed out, the museum will be formally opened to the public.

From archeological evidence it appears that the main gate of the fort was on the side of the post adjacent to Grand Portage Creek, rather than upon the lake shore, and a gate house has been erected over the entrance.

The North-West Company abandoned Grand Portage about 1803, but the record of its occupancy will be read by future generations in the old stockade as now restored and the museum collection there assembled.

MINUTES of Council 1821-31

A review of the third volume of the Hudson's Bay Record Society

by Arthur S. Morton

THIS third volume of the Hudson's Bay Record Society is as beautifully printed and bound as its predecessors. As its title indicates, the main part of the book is the Minutes of the Council of the Northern Department of Rupert's Land. But the Minutes deal with much more than the northern part of Rupert's Land, which is strictly the Company's chartered territory. They cover the posts of Athabaska, of the Peace and Mackenzie rivers, and, in the region which fur-traders called "West of the Mountains," the posts of New Caledonia and of the valley of the Columbia River.

For the elucidation of the Minutes, the editor has added in an appendix of 133 pages: (1) Letters from the Governor and Committee, not to the Northern Department as the general title has it, but about that Department written to the governors of the several Departments, mostly to George Simpson, Governor of the Northern Department. These letters were private and only necessary extracts would be laid before the Council. (2) Simpson's letters of 1822, which in the sum and in conjunction with the Minutes of the year constituted his report for that trading-season, rendered to the Governor and Committee. (3) A selection of letters, all of the years 1821-22.

These, taken together, help the reader to interpret the Minutes, and to see the happenings of the first two trading-seasons after the union of 1821. The seasons of 1822-1831 are unfortunately left to interpret themselves. The letters between the Governor and Committee and Governor Simpson throw a flood of light, not only on the business of the pertinent seasons, but they illuminate the actual minutes.

There is an Introduction of sixty-six pages from the pen of Professor Innis of the University of Toronto. It is marked by the knowledge and the perception and the accuracy which we have become accustomed to expect and to enjoy at the hands of Professor Innis. One slip may be pointed out. Selkirk's colony was not absorbed by the Company "in 1834." The date of the document of reconveyance is "4th May, 1836."

The first Councils had to do with the organizing of the united companies under the name Hudson's Bay Company. On August 13, 1821, Nicholas Garry, the only bachelor member of the Committee in London, and presumably the only one willing to risk a journey through Rupert's Land, presided at the Council at Norway House. Governor Simpson sat under him, for after all Simpson was only just appointed Governor and Garry was the one conversant with the plans of the Governor and Committee. Garry was to a large extent responsible for the appointments to the posts, to which the Council agreed. His position is brought out by Resolve 68 (p. 10): "That the leave of absence granted for a season, on the score of ill health, by Nicholas Garry Esqre, to John Clarke [and three others] be agreed to and confirmed."

During the period of violence which preceded the union, the forts were crowded with men, many of them "bullies," ready to meet any possible aggression. When, therefore, every second post was to be closed, a large number of men had to be thrown out of work. This problem was faced at the second meeting of the Council for the year 1822. John Halkett, brother-in-law of Lord Selkirk, who had come over to try to bring order out of the chaos into which the affairs of the colony had fallen, was given power to preside at the Council by the Governor and Committee. He was provided with the instructions to be laid before its assembled members and formally adopted by them. (Again Governor Simpson occupied a humble seat under the representative of the Governor and Committee.) The instructions to Halkett looking to the solution of the problem of the large number of servants to be discharged, interesting in themselves, throw a bright light on the humane policy of the Governor and Committee:

> "It has become a matter of serious importance to determine on the most proper measures to be adopted with regard to the men who have large families and who must be discharged, and with the numerous Halfbreed Children whose parents have died or deserted them. These people form a burden which cannot be got rid of without expense; and if allowed to remain in their present condition, they will become dangerous to the Peace of the Country and the safety of the Trading Posts. It will therefore be both prudent and oeconomical to incur some Expense in placing these people where they may maintain themselves and be civilized and instructed in Religion. We consider these people ought all to be removed to Red River where the Catholics will naturally fall under the Roman Catholic Mission which is established there, and the Protestants and such Orphan Children as fall to be maintained and clothed by the Company, may be placed under the Protestant Establishment and Schools under the Revd. Mr. West. . . . It would be improper and dangerous to remove, or allow large bodies of such people to go to Red River without appointing some proper intelligent Chief Factor or Chief Trader to take charge of them and superintend their settling themselves, and Controul in some degree their Conduct the first Year, and it will be necessary to provide some assistance for these people in the way of Ammunition and Clothing," (p. 32f).

Lots of twenty or thirty acres were given to the discharged servants, and money provided for building their homes. They were given equipment to enable them to hunt and to fish for their table till food should be procurable from their fields.

Arrangements which had been adopted at the very beginning of the union were now formally agreed to and made legal. There were to be two departments, a Northern and a Southern, with a Governor in each—George Simpson in the Northern and William Williams in the Southern. A Governor with two of his Council would sit as a Court of Justice. Sheriffs were appointed.

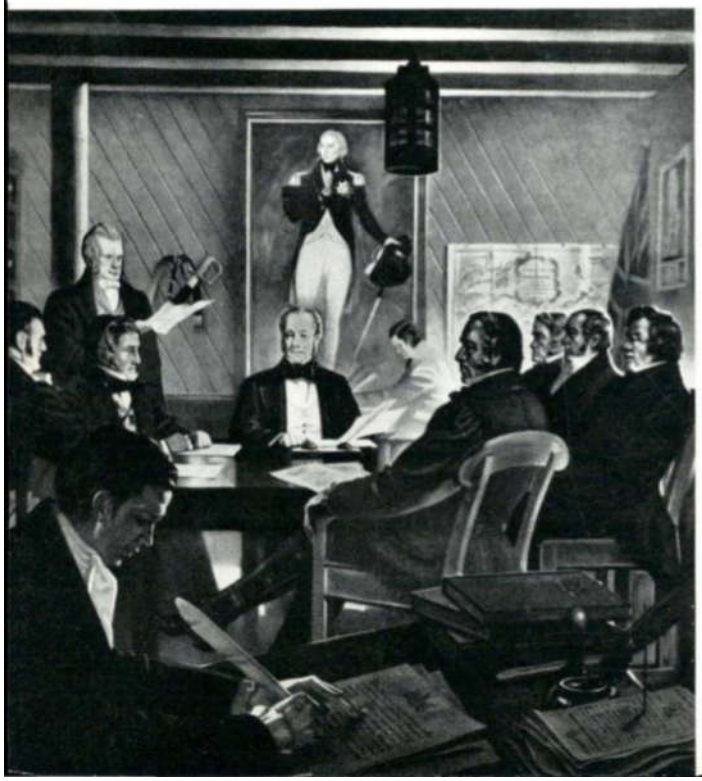
There was to be a third administrative unit under a Governor and Council, namely Selkirk's Colony. The Governor with two of his Council could sit as a law court. A Sheriff was appointed. Andrew Bulger was named Governor of "Ossiniboia," and the members of the Council appointed. Authority was given to raise a militia for defence and to enforce law and order. A letter from the Earl of Bathurst, Colonial Minister, put the imprimatur of the Home Government on the above judicial scheme.

The Red River Settlement began now to come into its own as a community having life in itself. It soon began to play the part intended for it by the Company and by Lord Selkirk as the handmaid of the fur trade, providing provisions and leather and other products for the posts, as well as men for the transport service.

An interesting departure in the organization of the Athabaska Department was the substitution of York boats for canoes in the transport service. Boats were first used to bring the large quantities of pemmican secured at the Forts des Prairies on the Saskatchewan down to Cumberland House to provision the brigades. It was in the late 1790's that York boats began to ply in the long haul from York Factory to the forts on the upper Saskatchewan. They had not been introduced by the Company on the route to Athabaska, probably because the route was more arduous, but especially because of the race with the Northwesters, who employed canoes, to get their goods into the far north, and equip the Indians and send them off to their wintering grounds before their rivals should arrive. After the union there was not the same need for extreme haste. The boats carried much larger cargoes, but they were slower. Adjustments had accordingly to be made. These can be gathered from Governor Simpson's letter of July 31st, 1822, (p. 343) which throws light on the general situation as the Minutes do not. The distance to York Factory and even to Rock House on Hill River, latterly figuring as "the depot," was too great for the Athabaska brigade of boats. It was decided that Norway House would receive the outfits for the north in time for the arrival of the brigades. Thus Norway House became the great inland "depot" after the union.

Similarly, it is by Simpson's letters that the course of affairs in the great Saskatchewan District can be followed. The Minutes, important as they are, leave the reader largely ignorant of the situation. For example, Resolve 37 of the Minutes of July 1822 (p. 16), runs: "That eighty engaged Servants, exclusive of Officers, be employed in the South Branch of the Saskatchewan District: And that an Indent not exceeding 250 Pieces of Trading Articles be made up for that District, and transported thither by means of four Boats and six Canoes." Simpson's letter of July 16th, 1822, (p. 340) explains that the loss incurred in the Saskatchewan District was "little short of £4000" in the previous year; that the fur-bearing animals were now "nearly extinct"; and that if the expedition to the South Branch succeeded "we have it in contemplation to abandon it [the North Saskatchewan region] next year." The Minutes show that, so far from being abandoned, Edmonton Fort and the Saskatchewan District, under Simpson's management, entered on a period of great expansion. The full explanation again is to found in Simpson's reports. The North-West Company had made the tortuous and shallow Beaver River the course for the Columbia brigade from Ile-à-la-Crosse to the Athabaska River for Jasper House and Athabaska Pass. It admitted only of canoes, and Simpson's party on the way to the Columbia in 1824 endured much fatigue and suffering on that tortuous stream. It was accordingly decided that the Columbia brigade should ascend the Saskatchewan to Edmonton Fort in York boats, feeding on fresh buffalo meat after the prairies were reached. From Edmonton Fort they would have a pleasant journey with pack-horses and ample provisions to Fort Assiniboine on Athabaska River. Thence they would ascend that stream to Jasper House and Athabaska Pass. So easy did this route prove to be, the post at Lesser Slave Lake was thrown into the Saskatchewan District, as well as Jasper House. In either case the furs would be brought by water to Fort Assiniboine.

The Council of the Northern Department of Rupert's Land meeting at Norway House, June 21, 1836. At the table with Simpson are Chief Factors John Charles, P. W. Dease, Allan McDonell, Donald Ross and John Rowand; and Chief Traders R. Grant and Wm. Todd. From the painting by Charles Comfort for the Company's 1936 calender.



The principles on which the Company had been regulating the relations of its servants with one another and with the Indians were summed up in 1828 in thirty-eight resolutions under the head of *Standing Rules and Regulations*. The Indians were to be treated fairly. Women taken by the servants were to be dealt with justly; if their men retired from the country they were to be required to make provision for them and their children. Four additional "Regulations" were directed at "promoting Moral and Religious improvement." There was to be an orderly life in the forts, with divine service every Sunday, attended by all. Prayers were to be taught to the children, the catechism and A B C. Suitable work was to be given to the women and presumably the older children "calculated to suppress vicious and promote virtuous habits" —no doubt on the principle that Satan finds mischief for idle hands to do.

That these regulations were not without their influence is shown by the evidence of Sir John Richardson before the Select Committee of the House of Commons in 1857. He had been through the country in the last year of the wild and reckless competition of the two companies, and again in 1848, when the united company had had time to make its impress on the service at the forts. On his first journey "the Indians were spending days in drunkenness at the different posts and a contest altogether shocking to humanity was carried on." On his journey in 1848 "spirits were no longer carried to the north." Indians about the forts with whom he had to do were able to read. "Altogether the country was peaceable from one end to the other. I saw no riot and nothing unpleasant throughout the whole journey."

V...- and HBC

WHAT the H B C is doing to help win this war is partly told each issue in *The Beaver's* London Letter. But little has so far been said about what the Canadian members of the Company are doing. So here, in response to readers' requests, we break down that traditional H B C reserve and mention a few of the ways in which the Company in Canada is doing its bit.

First and foremost, of course, come the enlistments for active service. These to date total two hundred and sixty-five—although by the time this issue appears another ten or a dozen will probably have been added. (This does not include the number enlisted from the London office.) Besides these there are a great many more who have joined the Non-Permanent Active Militia to learn the art of modern war in barracks and on the field during their evenings and their summer holidays.

On the financial side, we have several items to record. In the recent Victory Loan drive that went over the top with such a resounding bang, the Company as a corporation bought one million dollars' worth of bonds. And the staff chipped in and far exceeded its quota. Hudson's Bay House and Winnipeg store alone invested in $75,000 worth. In addition to this, the staff each month is buying—on an average—about $9,000 worth of War Savings Certificates. At Hudson's Bay House, for instance, about $2,000 is raised on the 13th of each month—"Hitler's Unlucky Day"—with a reminder that this is "Save-Your-Pay Day." Half of this comes from the fur-trade posts. Then there are the contributions to various war organizations, such as the Red Cross, the War Services, and so on. At the first Company fur auction held in New York, when a white fox skin was auctioned off for the benefit of the Manitoba Red Cross, the bidding closed at $2,500.

Each of the six big stores in Canada has its social organization known as the Beaver Club, and Hudson's Bay House, Winnipeg, has one too. These clubs have pooled their resources and bought an ambulance, which is now doing duty somewhere in England.

Needless to say, the number of instances in which staff members are giving of their time to war organizations is far too numerous to detail here. Briefly, they include such activities as concert parties for the troops (the Victoria store group is especially popular); ambulance training; Red Cross work; Women's Auxiliary Motor Service; Women's Service Corps; knitting for men on active service; making clothes for British children; preparing parcels for the troops; collecting waste materials such as tinfoil, clothes, aluminum, etc.; and collecting funds.

The stores themselves provide free rooms for war organizations as well as for men on active service; and frequently donate their show windows to advertise the work of auxiliary groups. The Winnipeg store, for instance, provides eleven rooms for these groups to use, and allows them to use the auditorium for large meetings. A short time ago, all of the big windows were given over to a display of war work done by the women of Manitoba.

The Retail Stores Department also played its part in a rush order sent by the British Government for special winter equipment at the time when it was thought that British soldiers would need it in northern Europe. The War Office communicated with the London Buying Office, London cabled Winnipeg, and the wires began to hum. Within twenty-four hours Winnipeg replied that they could supply the desired quantities, and within a few days a large order of snowshoes and moccasins were on their way to England, where they arrived four days before the deadline. Altogether the Company in Canada supplied in this way 7,000 pairs of moccasins, 7,400 pairs of snowshoes with lampwick laces, 300 yards of babiche for repairing the webbing, and 10,000 pairs of rubber boots.

In larger fields, the Fur Trade is helping to patrol the great, lonely spaces of the North, as described in *The Beaver* for March 1941. The *Nascopie* last winter, instead of lying idle at dock in Halifax, as she did during peace time, carried cargoes between there and United States points, and down to the West Indies. She is at present on her annual cruise to the eastern Arctic and Hudson Bay; and twice she has called at Ivigtut in Greenland, to carry back to Canada a cargo of cryolite for the manufacture of aluminum.

In these days of rationing, concentrated foods that will keep are much in demand. Pemmican, made of dried meat and berries, was invaluable in the old days of the voyageurs. It formed the chief food of the hard-working canoe and York Boat brigades, and was used also by the Arctic explorers. Great stores of pemmican used to be kept at the chief depots, such as Fort Garry and Fort Edmonton, and although such stores are a thing of the past, the Company is still able to answer enquiries that come in from time to time, on the best way to prepare it. One of these was from the Norwegian Air Force.

Finally, the talents and knowledge of the Canadian executives of the Company are being employed by the Government to great advantage. For example, Ralph Parsons, retired Fur Trade Commissioner, whose knowledge of the Eastern Arctic is unrivalled, is serving on the Greenland Commission. And P. A. Chester, general manager, as mentioned in a previous *Beaver*, served for a while as Master General of Ordnance at Ottawa.

Even *The Beaver* is doing its humble bit, and two hundred copies of each issue are sent to the Canadian troops overseas, bringing them a breath of the northland as a reminder of home.

The Beaver is printed for the Hudson's Bay Company by Saults & Pollard Limited, Winnipeg, Canada, and the engravings are made by Brigdens of Winnipeg Limited

HUDSON'S BAY COMPANY, INC., IMPORTERS, NEW YORK, N.Y.

Seven-and-a-half feet long . . .
and six feet wide . . . an unbelievable fish yarn—but a whale of a blanket story. That blanket will never "get away" from him . . . not with all those extra inches for pull-up and tuck-in . . . and his boast about lifetime service will be backed up by every out-of-doors man.
LOOK FOR THIS LABEL BEFORE YOU BUY
HUDSON'S BAY Point BLANKETS